

GRAIN DEALERS' JOURNAL

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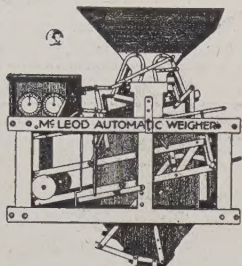
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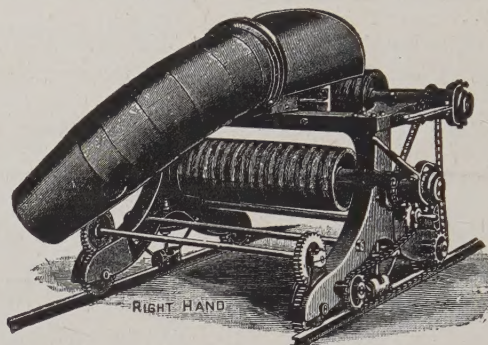
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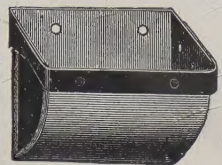
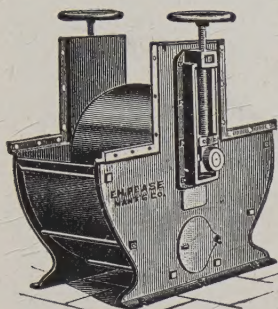
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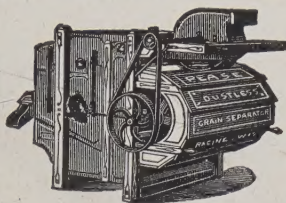
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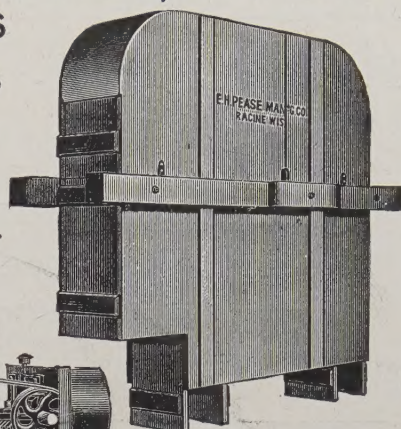
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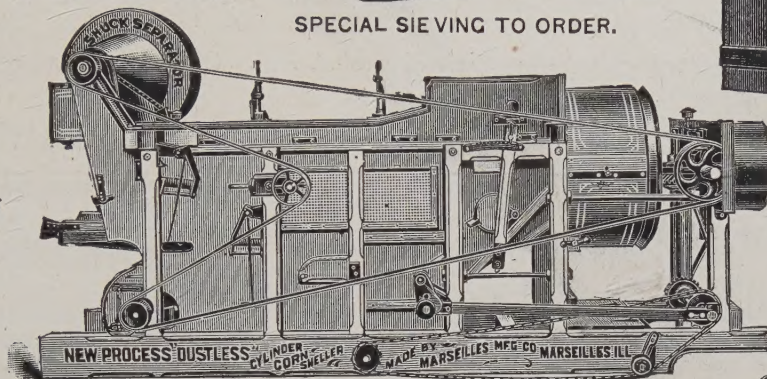
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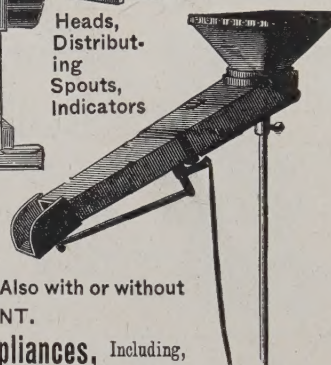
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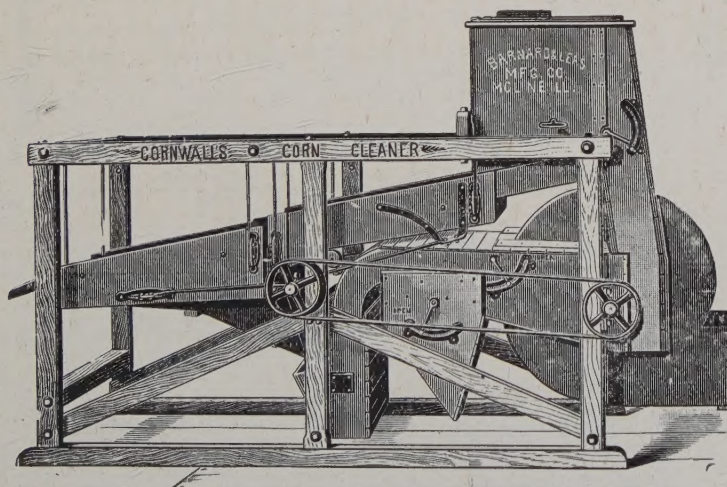
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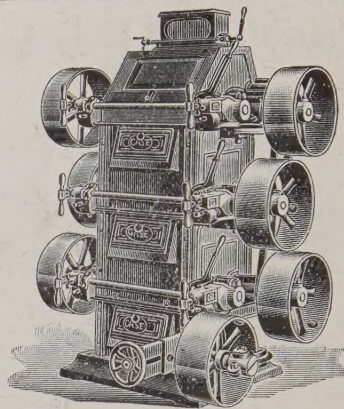
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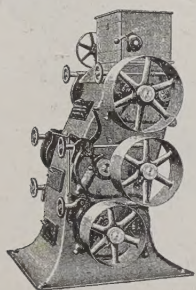
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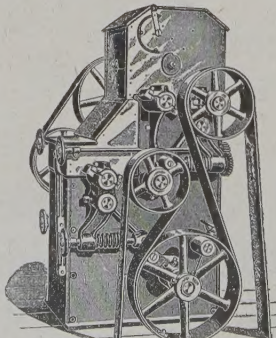
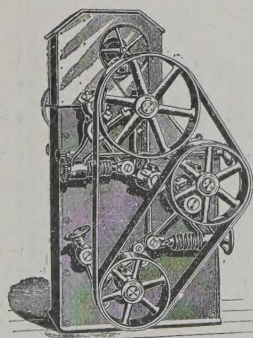
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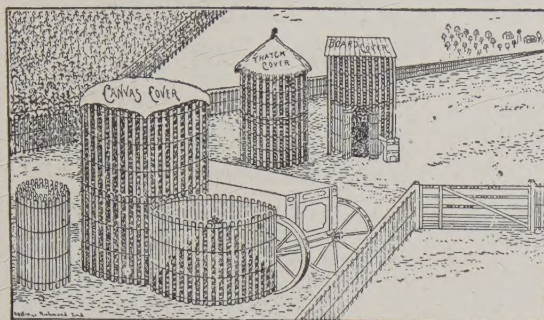
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A tin slide which can be moved up and down over the face of the tables facilitates the finding of the number of bushels in any load. If one wishes to find the number of bushels in a load of oats weighing 1450 pounds, he would move the slide over the table for oats and stop it at 1400, then following the figures on the slide to 50, would read the black figures indicated on sheet which shows the load to contain 45 bushels and 10 pounds.

These tables can be used for shelled corn, rye and flax seed at 56 pounds per bushel; wheat, beans, potatoes and clover seed at 60 pounds; ear corn at 70 pounds and oats at 32 pounds.

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It contains spaces for 6,000 loads. Each page is ruled with column headings as follows: Date; Ledger Folio; To Whom Sold; Gross; Tare; Net; Price Per Ton; Amount.

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Showing the rate per bushel, when the rate per 100 lbs. is 3 to 50 $\frac{1}{2}$ cts. The only tables published which reduce even and half cent rates per hundred weight to the correct amount of freight per bushel.

This table is printed in two colors on white bristol board, from heavy faced type. The red figures denote the rate per hundred and the black figures the freight per bushel, at the rates specified. The tables are used for wheat at 60 pounds, corn 56 pounds, barley 48 pounds and oats 32 pounds, at any cent or half-cent rate, 3 to 50 $\frac{1}{2}$ cents.

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Contain four pages of tables reducing carloads of barley, weighing from 20,000 to 64,000 pounds, to bushels of 48 pounds each, and four pages of tables reducing any carload of malt weighing from 20,000 to 64,000 pounds to bushels of 34 pounds each.

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THE HESS DRIER uses less power than any other. It is fireproof, and is the only drier for elevators approved by underwriters, and permitted by them without extra charge. The only machine in successful use in the large terminal elevators of Chicago, Cleveland, Duluth and other grain centers.

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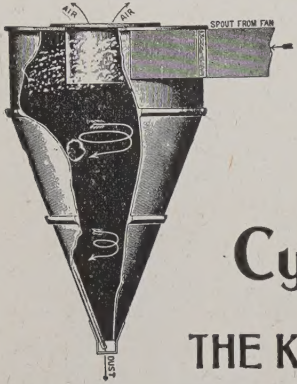
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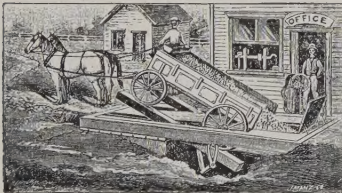
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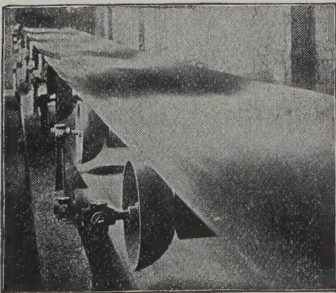


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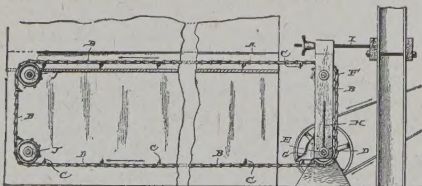
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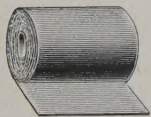
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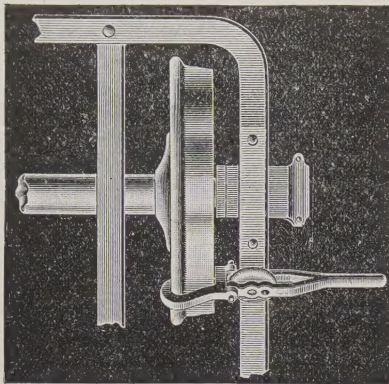
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THIS TABLE shows the legal weights in pounds per bushel of grain and grain products, etc., as provided for by law. This book is well bound in a strong cloth cover. Price 50 cts. For sale by

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(Patent applied for.)



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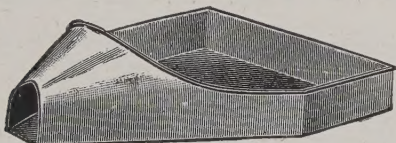
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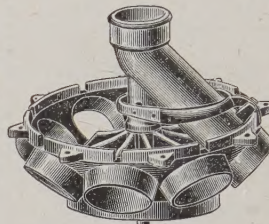
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Clark's Grain Tables for Wagon Loads reduces team scale weights to bushels. This book is prepared for use by Country Buyers. It contains 9 tables, showing the number of bushels in any load from 100 to 4,000 lbs. The first table is for reducing weight of oats to bushels of 32 lbs.; the second is for oats at 35 lbs.; the third is for barley, Hungarian grass and cornmeal at 58 lbs. to the bushel; the fourth is for shelled corn, rye and flax seed at 56 lbs. to the bushel; the fifth is for wheat, clover seed, beans, peas and potatoes at 60 lbs. to the bushel; the sixth, seventh and eighth are for ear corn at 70, 75 and 80 lbs., respectively, to the bushel; the ninth is for timothy seed at 45 lbs. to the bushel. All of the tables are printed in heavy faced type on good paper. The price of this book, bound in strong manilla cover paper, is 50 cents.

Clark's Vest Pocket Grain Tables include tables reducing any number of pounds from 60 to 100,000 to bushels of 56 lbs., 60 lbs., 48 lbs., 70 lbs., 75 lbs., 80 lbs. and 45 lbs. They are bound in tough paper and form a thin book $2\frac{3}{4}$ inches wide by $8\frac{1}{4}$ inches long. Price 50 cents.

Clark's Grain Tables for Car Loads reduces any amount from 20,000 to 64,000 lbs. to bushels, and is designed for use by Shippers and Commission Merchants. It is printed on good paper from heavy faced type and bound in cloth. It contains 16 tables, which show the equivalent in bushels of 32, 56, 60 and 48 lbs., of any amount from 20,000 to 75,000 lbs. Price \$1.50.

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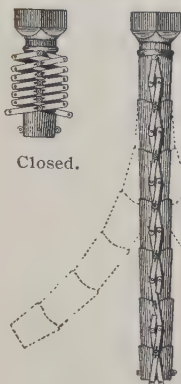
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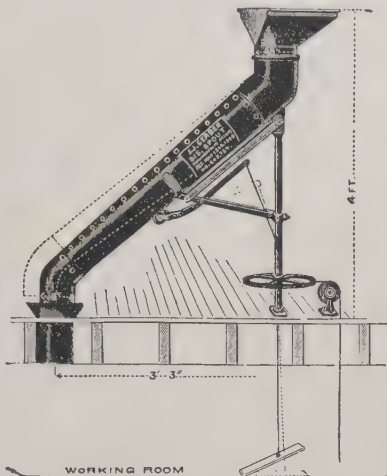
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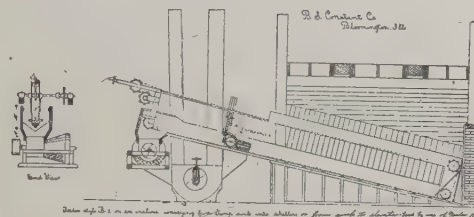
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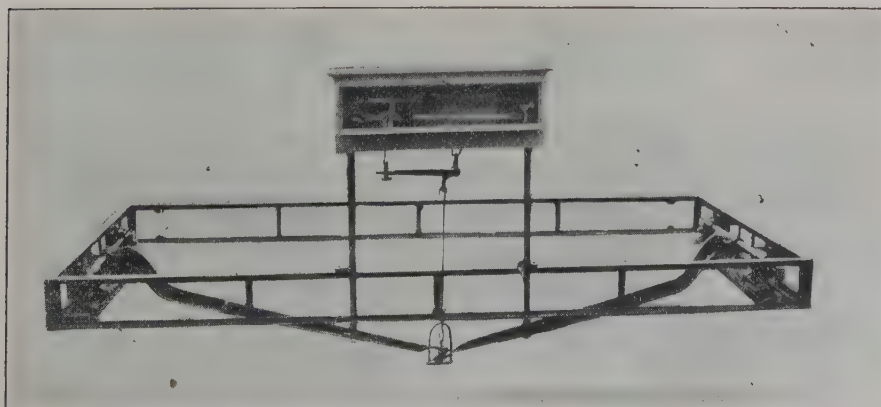
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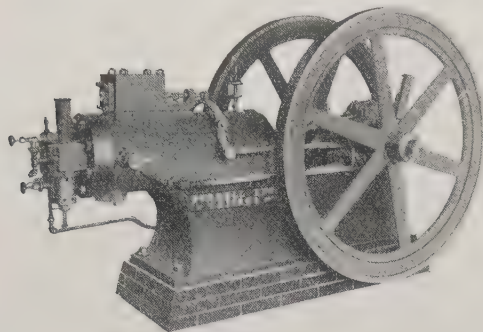
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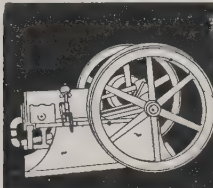
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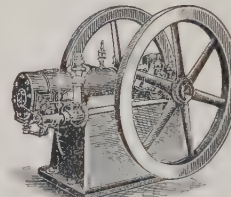
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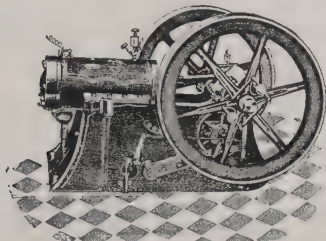
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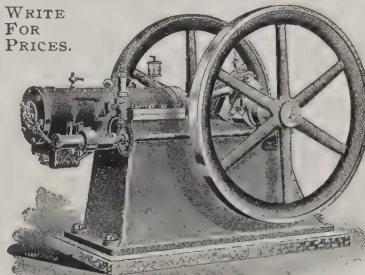
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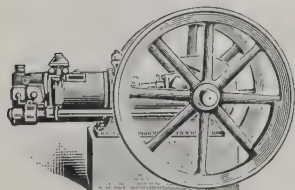
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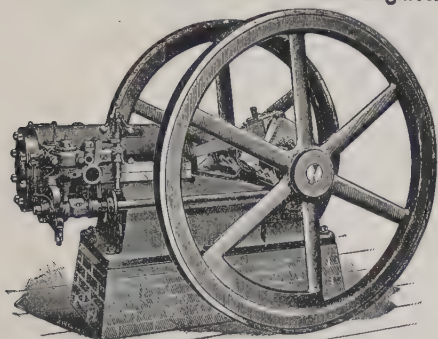
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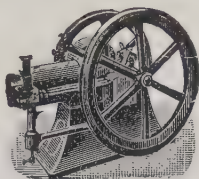
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Just the Thing for Grain Trade

No intricate parts to get out of order and all vital parts are enclosed in a housing and run in an oil bath.

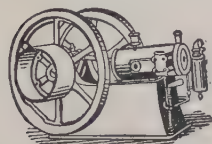
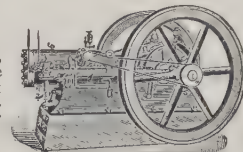
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CHICAGO, ILL.
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P. O. Box 1114-B.

FOOS GAS and GASOLINE ENGINES.

Adapted for Elevators, Mills, Factories, Pumping, Farms and ALL Power Purposes. Largest exclusive Gas Engine Factory in America. Engines in stock for quick delivery in all principal cities. Full particulars on application. Write for catalogue 11. 1 1/2 to 250 h. p.

FOOS GAS ENGINE CO., Lock Box 155, SPRINGFIELD, O.



Gold Medal, World's Fair, 1893,
Omaha, 1899.

LEWIS GASOLINE ENGINE

ADAPTED FOR GRAIN ELEVATORS
FEED GRINDING
ELECTRIC WORK

J. THOMPSON & SONS MFG. CO., Beloit, Wis.

THE GAS AND GASOLINE ENGINE AND ITS AGE....

BY NORMAN & HUBBARD.

Is a practical hand book of questions and answers; a reference book for users and those contemplating the purchase of a gas or gasoline engine. It gives a historical review of the growth of the gas and gasoline engine and the features that are essential to the good working of a gas or gasoline engine. It gives a long list of questions and answers which are invaluable to users, describes an indicator, the pounding of engines, precautions in running a gas engine, etc. It also gives a description of nearly all the prominent makes of American engines. Besides a very complete set of rules and tables, which are invaluable to operators of engines. This book is of convenient size, well bound in cloth covers, printed on book paper, and profusely illustrated. Price \$1.

For Sale by

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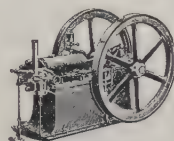
LENNOX GAS ENGINE



MFG. BY LENNOX MACH. CO.
MARSHALLTOWN, IA.
WRITE FOR CATALOGUE

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FOR GRAIN ELEVATORS..

From 1 to 30 H. P.

Write for descriptive circular.

CHARLES BRUNNER, Mfr.,
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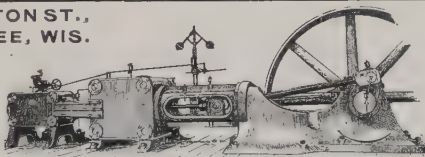
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BOILERS, HEATERS and PUMPS.

"EASY" CAR PUSHER, \$5.00

Perfect device.

Order one on trial.



SALES, SHIPMENTS AND RETURNS BOOK

is invaluable to the country grain man in keeping record of his sales and shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10 1/4 x 16 1/4 inches, used double. The left hand pages are ruled for information regarding SALES and SHIPMENTS; the right hand pages for RETURNS. Under SALES the column headings are Date, Amount Sold, Price, Grain, Terms. Under SHIPMENTS are Date, Car Number and Initial, Our Weights, In Bushels, Grade, Route, Rate. Under RETURNS are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks. Each book has room for records of about 1400 car loads. It is bound with substantial leather covers and printed on linen ledger paper.

Price, \$1.50. For sale by

GRAIN DEALERS COMPANY,

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CHICAGO, ILL.

OATS CLIPPED, CLEANED AND MIXED AT THE

Nickel Plate Elevator,

Operated by HARRY G. CHASE, 10 Pacific Ave.,
....CHICAGO....

Ingle Mfg. Co., Hoopeston, Ill.: The Grain Dealers Journal has been of great help to us. Many have mentioned it when inquiring of us. We know by experience that an ad in the Journal pays, and pays well.

H. C. Clark, Colfax, Ind.: It is not necessary to continue the advertisement of the burr mill, as I sold it immediately after the first notice in the Journal; and have received several letters since inquiring about it.

William R. Perrin & Co., Chicago, Ill.: We have sold the engine that we advertised in the Grain Dealers' Journal. We were very much pleased with the large number of inquiries we received thru the advertisement.

E. Pankhurst, Boyd, Ia.: I have sold my elevator to O'Connor Bros., of Washburn, Ia. I received several replies to my advertisement in the Journal and made a sale to one of the replies.

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GRAIN DEALERS JOURNAL

and Hay Trade Journal.....	for \$2.00 per year
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GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

ELEVATORS FOR SALE.

ELEVATOR and live stock business for sale in western Iowa. Box 5, Halbur, Ia.

STEAM, 10,000-bu. at Deshler, Neb., steam, 20,000-bu. at Moorefield, Neb. J. H. Swan, Hebron, Neb.

SMALL elevator with 4-h. p. gasoline engine and lumber yard in connection. Address owner, H. J. Kapfer, Arbela, Mo.

ELEVATOR in best wheat country in Oklahoma for sale cheap and part on time if desired. W. T. Donahoe & Co., Perry, Okla.

TWO elevators in eastern Nebraska for sale; doing good business; good reason for selling. Donald, box 1, care Grain Dealers Journal, Chicago.

NEARLY NEW gasoline power elevator in good shape, good location. Bargain for anyone wanting an elevator. Address Box 81, Yetter, Iowa.

ELEVATOR, residence and coal sheds for sale; steam power, 30 x 40, 2,000-bu., with 50,000-bu. crib room. George H. Sims & Son, Portsmouth, Ia.

NEW, 22,000-bu. elevator for sale; also feed and coal business, in good corn, oats and wheat belt in Canadian Co., Okla. L., box 42, Yukon, Okla.

SMALL Ohio elevator, well equipped, with land and dwelling. Sure income for man with small capital. J. C., box 1, care Grain Dealers Journal, Chicago.

NEW, 3,500-bu. horse power elevator on Santa Fe in Oklahoma, for sale. Correspondence solicited. H. D. C., box 1, care Grain Dealers Journal, Chicago.

ELEVATOR and coal shed for sale, with 8-room house, barns and warehouses near. Good location: plenty of grain. Peter Lorenz, Hillsboro, Kan.

WISCONSIN elevator, with first-class equipment, for sale cheap; on N. W. R. R., 40 mi. from Milwaukee. Address Geo. H. Crowns, Port Washington, Wis.

ELEVATOR and livestock business in eastern Neb. Good location, shipped 150 cars last year and will do as much this year. Good reason for selling. Bartlett, box 1, care Grain Dealers Journal, 10 Pacific-av., Chicago.

ELEVATOR and coal business for sale, situated in good locality with wide territory in northwestern Iowa; capacity, 100,000 bu., crib room, 20,000 bu. corn. Address W., box 12, care Grain Dealers Journal, Chicago.

GRAIN business for sale at two points, handling 350 cars last year, without opposition. One dump, 2,000 bu. capacity; one elevator, 6,000 bu. capacity. S. E., box 7, care Grain Dealers' Journal, 10 Pacific-av., Chicago, Ill.

MILL & ELEVATOR in the best grain belt cent. Ill. Capacity of mill 50 bbl., of elevator 40,000 bu.; both in first class condition and doing good business. or will exchange for good farm land. A. J. C., box 1, care Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

ELEVATOR for sale in one of the best farming sections of Ohio. For further particulars, please address J. J. S., 27 Wesley block, Columbus, O.

WAREHOUSE, the only one in town, with exclusive sale of flour, salt and cement, 15-h. p. gas engine, elevator, grain cleaner, feed grinder, sheller; also dwelling. H. Cushman, Rewey, Wis.

ELEVATORS WANTED.

WANTED to buy or lease, an Ohio elevator. Address box 170, Marengo, O.

WANTED to buy, elevators in Minnesota, North or South Dakota. G. O. Miller, Porter, Minn.

TWO or three elevators wanted on C., M. & St. P., or St. P., M. & O. R. R. D. C. Harrington, Pipestone, Minn.

LEASE wanted on elevator in good location in Iowa. Give full particulars by mail. W. E. Ebling, Aredale, Ia.

WANTED: a first-class elevator, by W. C. S.; box 1, care Grain Dealers Journal, 10 Pacific ave., Chicago, Ill.

ELEVATOR wanted in Iowa or Illinois. Will pay the right price cash for a good grain business. Address Turner Bros., Cumberland, Ia.

LEASE wanted on good elevator in good Ohio town doing 100 or more cars a year. J. C. S., box 1, care Grain Dealers Journal, Chicago, Ill.

ELEVATOR wanted in corn and oats belt in Illinois or Iowa. Give price and business in first letter; must purchase soon. M. E. Howrey, box 59, Kemp, Ill.

UP-TO-DATE elevator wanted to buy, in corn and oats belt of Indiana, doing good business. Give full particulars in first letter. H. A. C., box 1, care Grain Dealers Journal, Chicago, Ill.

WANTED, to lease with privilege of buying, a grain elevator in good location, Iowa or Minnesota. Give full particulars by mail. Address G., Box 5, care Grain Dealers' Journal, 10 Pacific-av., Chicago, Ill.

FOR SALE-MISCELLANEOUS.

CORN CRIB VENTILATORS, adjustable, fit any crib, reduce liability of deterioration to a minimum, the invention of N. S. Beale, Tama, Iowa. Write for particulars.

POLK'S flour-mill and GRAIN DIRECTORY of the United States and Canada. Best list of grain dealers and flour mills ever compiled. Bound in cloth, 700 pages, \$5. Directory, box 11 care Grain Dealers Journal.

MILLS FOR SALE.

ROLLED OATS AND PEARL BARLEY MILLS for sale on account of death of owner. Fully equipped, ready to operate. Fine water power. Will be sold at low price to close estate. Fenton Bagley, administrator, Zanesville, O.

MACHINES FOR SALE.

WESTERN Corn Cleaner for sale; used 3 years. Lock box 25, Mansfield, Ill.

OAT clipper and bran duster for sale, almost new. Jacob Beck & Sons, Detroit, Mich.

VICTOR Sheller No. 0, and 1 dustless corn cleaner for sale. W. H. Caldwell, 1,117 Royal Ins. bldg., Chicago, Ill.

2 WELLS Warehouse Fanning Mills; new; cheap; light running; large capacity; none better. C. H. Adams, Marseilles, Ill.

EUREKA oat clipper, 800 to 1,000 bu. Condition perfect; displaced by larger machine same make. Address X. X., Grain Dealers Journal.

FLOUR BOLT, Holt's Inter-Elevator No. 1, used only short time; will sell cheap. Wm. R. Perrin & Co., 46th & Loomis Sts., Chicago.

OAT CLIPPERS, secondhand, for sale at a bargain: two No. 5 "Eureka." Address R. B., box 7, care Grain Dealers Journal, 10 Pacific av., Chicago.

SCREW conveyor, elevator boots and belting, and Cyclone Dust Collector for sale. Write for catalog No. 326. The Chicago House Wrecking Co., W. 35th and Iron-sts., Chicago, Ill.

ROLLER FEED MILLS, portable burr stone mills; meal bolts and sieves; elevating and conveying machinery, buckets, bolts, belting, shafting, pulleys, etc., etc. Address, The E. E. Hollister Co., Quincy, Ill.

CHEAP for cash; one 3,000 lb. warehouse grain scale, Howe; 50 ft. sprocket chain elevator, 4 x 5 1-2 in. buckets; steel boot with sprocket, head pulley, etc.; 2 qt. tester; sack truck; car trucks; all nearly new, little used, owner out of grain trade. A. N. Searle, Lynxville, Wis.

SEPARATORS, SCOURERS, OAT clippers, corn scourers, shafting and hangers, and mill and elevator supplies, for sale. Also dealers in secondhand mill and elevator machinery. Send us your specifications and we will do the rest. Address A. S. Garman & Sons, Akron, Ohio.

CHEAP to close: 3 No. 3 double separators and cleaners with 2 blast fans and 2 sets of sieves and screens. Cleans and screens the grain twice in one operation. Can be fitted to clean any kind of grain and seeds. Capacity, 500 bu. Hundreds in use giving perfect satisfaction. Johnson & Field Mfg. Co., Racine, Wis.

MACHINES WANTED.

ROLLER feed mill wanted, in good condition. W. E. Fyler, Durand, Ill.

WANTED—Grain elevator men who want grain handling machinery of any description, new or second hand, can get their wants promptly supplied by advertising them in this department.

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

ENGINES FOR SALE.

LEWIS 12-h. p. gasoline engine \$250, complete, in 1st class running order. F. L. Ream, Tower Hill, Ill.

WEBSTER 4-h. p. upright gasoline engine, for sale; good as new; write for price. Sage Bros., Avoca, Minn.

GAS and Gasoline Engines, 2 to 25-h. p. For particulars address The Carl Anderson Co., Jefferson and Fulton sts., Chicago.

GASOLINE engines 2 to 8 h. p. No better built and price right. Catalog. Complete electric and pumping plants. J. D. Wallace, Champaign, Ill.

WE BUY AND SELL all good second-hand machinery. We pay cash. Write us. American Iron Works, 219-221-223 East 1st-st., Des Moines, Ia.

GASOLINE engines for sale; 3-h. p. Gus, 5-h. p. Fairbanks, 7-h. p. Otto, 15-h. p. Chicago, 40-h. p. Wolverine. Backus Gas Engine Co., 171 Lake St., Chicago.

GAS engines for sale at bargain; 50-h. p. Foos; 30-h. p. White & Middleton; 22-h. p. Otto; 12-h. p. Chicago; 5, 10 and 15-h. p. Webster; 6, 12 and 15-h. p. Fairbanks. A. H. McDonald, 36 W. Randolph, Chicago.

SECOND HAND GAS AND GASOLINE ENGINES.

One 44-h. p. Fairbanks-Morse, in first-class condition.

One 30-h. p. Pierce, as good as new, used only six months.

Also 5-h. p. Racine, and 2½-h. p. Webster. Write for prices to

C. P. & J. Lauson 151 W. Water St., Milwaukee, Wis.

SITUATION WANTED.

POSITION wanted as manager of elevator, or buyer or office work: 17 years' experience. Good references. Address Box 17, Eustis, Neb.

SITUATION wanted by young man with several years experience in grain business, as buyer or bookkeeper. P. O. box 82, Prairie City, Ill.

POSITION as grain buyer wanted, for some good, reliable firm either on commission or salary. Am in grain business now, but want some place handling more business. R. E. P., box 1, care Grain Dealers Journal, Chicago, Ill.

SITUATION wanted as traveling auditor for line elevators: 12 yrs. experience buying grain, managing and operating elevators. Now engaged as bookkeeper. Best references. A. W. W., box 11, care Grain Dealers Journal, Chicago, Ill.

SCALES FOR SALE.

TRACK scales, 1 pair of 60-ton, entirely new, never having been placed. Satisfactory reason given for selling. Goshen Milling Co., Goshen, Ind.

SCALES WANTED.

SCALES wanted, second-hand, Fairbanks iron frame, 4-ton. J. M. Burgner, Charleston, Ill.

ENGINES WANTED.

TRACTION ENGINE wanted; good second hand, six or eight horse power, if in good repair and very cheap, by Orrin Palmer, Kemper, Ill.

HOISTING engine wanted, reversing, with double drum, in good condition. Address E. Lee Heidenreich, 541 Rookery building, Chicago, Ill.

WANTED: a 12 or 15-h. p. Fairbanks gasoline engine in good order; state how long used, and best spot cash price. A. D., box 12, care Grain Dealers Journal, 10 Pacific Ave., Chicago, Ill.

GRAIN FOR SALE AND WANTED.

IF YOU do not find what you want advertise for it here.

BUCKWHEAT wanted; also rye and soft wheat. H. H. Emminga, Golden, Ill.

CORN; want price; Kan. & Mo., shelled, sacked; f.o.b. Taylor, Tex. Box 621.

CHOICE lots of seed or grain can be sold at premium by advertising here. Try it.

SEEDS OR GRAIN of special grade or variety can be obtained by advertising your want here.

SOFT SPRING WHEAT for sale. Write for samples. Denver Elevator Co., Denver, Colo.

NO CORN will spoil when stored in cribs equipped with movable crib ventilators invented by N. S. Beale, Tama, Ia.

SEED OATS wanted, car lots; mail sample and price delivered Marcellus Sta., N. Y. F. B. Mills, Rose Hill, N.Y.

C. B. LENNON & CO., of Decorah, Ia., have on hand in large quantities flax, timothy and clover for seeding purposes; best grades.

CLOVER SEED for sale: Medium and Mammoth, which we got from the farmers of this locality. You will get just what you buy and no Buckhorn. We sell in small or large quantities. Cal Baum, Matthews, Ind.

HELP WANTED.

MAN wanted to take charge of elevator, must understand cleaning machines. L. B., care Grain Dealers Journal.

BOOKKEEPER wanted. A Board of Trade bkpr. who has enough spare time to keep small set of books. Address Chicago, care Grain Dealers Journal.

BOOKKEEPER wanted immediately, reliable, experienced, in grain office. Good salary to right party. Write at once in own handwriting, H. L. Strong Grain Co., Coffeyville, Kan.

HELP—If you want an elevator superintendent, a buyer, a foreman, a bookkeeper, a machine tender or an engineer make it known to those connected with the trade by advertising your want in this department.

FOREMAN wanted for cleaning and transfer elevator, experienced in handling all kinds of grain to best advantage; not afraid of work. Give references and salary wanted. Address A. L. W., box 11, care Grain Dealers Journal, Chicago, Ill.

ELEVATOR man wanted at once, good, stout, not afraid of work; understand machinery, do ordinary repair work in dull time; manage other men working in his charge, and have general management of elevator. Salary, \$50 per month. H. L. Strong Grain Co., Coffeyville, Kan.

MISCELLANEOUS.

R. WHITAKER, Arthur, Ia., wants situation to buy grain; or to buy or rent small elevator; or as partner; 15 years' experience; also handled stock.

READ the articles on Corn Crib Ventilators in the Grain Dealers Journal for Dec. 10, 1900, and Jan. 10, 1901, the invention of N. S. Beale, Tama, Iowa. Its use will save you money.

I am representing Illinois grain shippers at New Orleans. Will make disposition of off-grade corn or oats to best advantage locally or other business. If you want my services wire me care of your consignee, or write me. Address 621 St. Charles St., New Orleans, La. J. J. Morris.

GRAIN DEALERS JOURNAL
10 PACIFIC AVE., CHICAGO, ILL.

190

Gentlemen:—Enclosed find One (\$1.00) Dollar, for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

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Post Office.....

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LUMBER We sell to everyone at the same price, strictly wholesale rates. We will sell to anyone.

JOHN SPRY LUMBER CO.,

ASHLAND AVE. AND 22ND ST., CHICAGO, ILL.

Champion Corn Sheller

It's the "Champion," and its rightly named. We think it has no equal—certainly none unless you pay three or four times the "Champion's" price.

Its work is easy and rapid. You ought to see and try the "Champion." It is fully guaranteed. Write for descriptive circular.

R. H. McGRATH,

ESTABLISHED 1851.

LAFAYETTE,

INDIANA,

Keep Dust Out of Your Lungs



USE THE

Hurd Respirator

Made of Soft Rubber. Durable, light and easy to wear. Air inhaled through a thin wet sponge, and exhaled through an automatic valve. Price, \$2. each; \$20. Per Dozen.

Morley Respirator Company, Saginaw, Mich.

NOTICE!

We, the undersigned, hereby notify the public that we own and control all the rights for the Process of Bleaching and Purifying Grain under U. S. Letters Patent, Number 592691, issued October 26th, 1897, to E. F. Cazalet, who, for value received, assigned to us all his right, title and interest in said patent on October 30th, 1899.

Notice is also given that any person or persons using such process without obtaining the right to do so from us will be prosecuted according to law; and any person advising us of such violations will be suitably rewarded. We also advise the public that we have no agents, and that all business must be done direct with this office.

MCCRAY, MORRISON & COMPANY,
KENTLAND, INDIANA.

Hamilton Rubber Mfg. Co.

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Try one or more and be convinced
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Every Cent That You Put Into a Monitor Scourer Yields a Money Return.

It means money in your produce—you can always depend on perfect work, saving thereby broken grain and waste of good stock—money saved.

It means less money for repairs, because the Monitor Machines are the best that a conscientious attention to reputation can produce.

It means a long, faithful and thorough service.

You can't get a better machine, and it's odds against you that you won't get as good, anywhere.

We want an opportunity to talk to you—to show you where its good points are—what it has done—what it is doing. We want to send you some literature that will give you an opportunity to judge for yourself, and if you will write us we'll be glad to send our literature to you, or maybe send a man who knows his business, to tell you all about it.

HUNTLEY MANUFACTURING COMPANY,

Silver Creek, N. Y.

GRAIN DEALERS COMPANY.

CHARLES S. CLARK, **Editor.**
J. CARVER STRONG, Advertising Representative.
R. ADELBERT DEWEES, Attorney for the Company.

One Year, Payable in Advance,	.	\$1.00
Six Months, " " "	.	.60
One Copy,05
Foreign, Per Year, in Advance,	.	1.50

CHICAGO, ILL., JANUARY 10, 1901.

If a scoop shovel man has not sufficient business to warrant his building an elevator, he will find it more profitable and enjoyable to obtain a position as sexton.

The Postmaster General, with a perverse persistency, continues to recommend free rural delivery of mail, despite the fact that the roads of the country are at certain seasons impassable even to a mail carrier. If the government is determined to help the farmer, it can best advance his interests by contributing the sum appropriated each year for a good road fund. Then will the farmer be able

By declaring unconstitutional the Illinois statute of 1897, which expressly provides that public elevator men of Class A shall be permitted to deal in grain stored with the grain of others in the public elevators which they operate, Judge Tuley has made unnecessary, the campaign for repeal inaugurated by the Illinois Grain Dealers Association. Those familiar with the state constitution and the Munn, Scott swindle which was directly responsible for the constitutional provision for regulation of public elevators adopted in 1871, expected no other result from the long drawn out litigation. That the Supreme Court of the state will sustain the decision of Judge Tuley, which is given in full in this number, is not to

be doubted. The grain trade of Chicago will be unsettled for a time, but will quickly adjust itself to the new conditions.

The carelessness with which some elevator men permit screenings, straw and dust to accumulate on the roof of their elevator, gives the average insurance inspector a fit. The inspector understands how dangerous it is to expose such accumulations to falling sparks, while the elevator man—well, he hadn't thought about that.

Public inspection of grain at country points has enuf impractical friends in Michigan to result in the proposal of such nonsense nearly every time the state Legislature convenes, and the present one is no exception to the rule. Buyers who prefer to inspect their own purchases will profit by protesting against the law to their representatives.

The number of inquiries we receive for sample copies of the Grain Dealers Journal from persons we have never heard of as grain dealers, proves that some readers refuse to let farmers have copies of their Journal, and they are wise in taking such precaution. This Journal is published for and in the interests of grain dealers and no sample copies will be sent to persons in other lines.

The swamps of Louisiana and Texas are rapidly being turned into rice fields. Many new rice mills are being built and new machinery devised to facilitate the milling and handling of the grain. Most of the crop is now handled in sacks and by sample, but if the industry continges to grow at the present rate, it will soon be so large as to compel the handling of rice in bulk, by grades and through grain elevators.

The fast freight lines must go. The railroad companies are tired of supporting this costly school of barnacles. The railroad companies want not only the salaries and profits of these lines, but also want uniform, equitable and steady rates. By their persistent cutting and disturbing of rates the fast freight line officials have almost severed their own heads. Their end will bring much relief to the shipping public.

The House of Representatives has passed a bill repealing most of the stamp taxes and reducing the tax on beer, as provided by the law of June 13, 1898. The brewers seem to have completely won the hearts of the sympathetic Congressmen, while all who are affected by several other forms of taxation provided by that law will be taxed, and taxed, and taxed, until they rise up and kick so hard, that the Congressmen will ignore the demand of the brewers and abolish all documentary taxes. The Senate may decide that the bill passed by the House is not what is

needed and put all of the tax back on beer and relieve commercial transactions of stamp taxes, as would seem to be justified by all fairness and right.

The receiver who seeks to excuse his receiving consigned grain from scoop shovel shippers by quoting a fictitious law which is supposed to require him to handle all grain shipped him, is very much like the ostrich which stuck its head in the sand, hoping thereby to escape the eagle eye of the hunter. The receiver has the well-established right to select the customers he desires, and when he desires he does it without any excuses or explanations.

A number of wildcat insurance companies have been barred from Illinois recently, and no doubt other states will take similar action. It seems that the wave of general prosperity has prompted property owners to be more careless in the matter of placing insurance, and many policies have been written by companies of no standing whatever. Elevator men, in placing their insurance, will find it greatly to their advantage to patronize the old and tried mutual companies which make a specialty of grain elevators and flour mills.

It is remarkable how many grain dealers find it impossible to refrain from dealing in options, and still more amazing that the majority never think they are gambling until they suffer a heavy loss. This is a cowardly plea that long since ceased to give protection. Every sale or purchase on most of the grain exchanges is recorded and a full report with buyer's or seller's name is sent the "gambler." The day of immediate deliveries is past. Even the Grain Dealers Journal is sold for future delivery. We sell and our subscribers buy the Journal for future delivery. Neither the publishers nor the subscribers would go into the courts and expect to be relieved of fulfilling their part of the contract, on the ground that it is a gambling contract, and yet grain dealers who buy for future delivery frequently go into court.

Track buyers and receivers whose selfishness compels them to think the shippers' associations are organized solely for the purpose of interfering with their business are indeed to be pitied. There is not one association, but what is conducted on broader lines. Each organization is striving to place the grain business on a safer basis, to educate the regular dealer and to improve his business methods. The fact that the associations do not uphold the scalper who has no investment and gives no promise of engaging in the grain business permanently, can not be interpreted as an interference with the business of those who prefer to handle the business of irresponsible shippers. The track buyer or receiver who makes a

specialty of handling the shipments of irresponsibles is sure to encounter financial losses, and it is perfectly natural and right that regular grain shippers, who invest their capital in the business should prefer to avoid all such tangles. It is not only their right, but it is a duty regular grain shippers owe their business and to their families to confine their dealings to those who make a specialty of handling only the shipments of those who have elevators, warehouses or sufficient investment to show that they propose to engage permanently in shipping grain. It is safer for regular shippers to do so. Also, it is safer for these friends of the scalper to abandon him and his cause and seek the business of regular shippers only. It is just as much to their interests as any other that the scoop shovel man be forced out of business or be induced to build an elevator.

GRAIN RECEIPTS.

For the week ending Jan. 5, the receipts of wheat, corn and oats at nine primary markets, and at the leading seaports, as compiled by the Trade Bulletin, were:

WESTERN POINTS.	Wheat. bu.	Corn, bu.	Oats, bu.
Chicago.....	753,483	2,145,729	1,844,315
Milwaukee...	154,500	50,400	150,800
Minneapolis..	1,004,800	204,120	148,400
Duluth.....	190,351	260,212	156,704
St. Louis....	235,000	589,000	199,350
Toledo.....	43,341	378,984	54,700
Detroit.....	42,141	145,728	61,218
Kansas City..	437,600	141,000	.....
Peoria.....	9,200	330,600	255,200
Total.....	2,870,416	4,215,773	2,870,687
Last week....	4,197,752	5,696,156	2,904,038
Last year....	2,618,327	3,511,723	2,427,532
SEABOARD.			
New York....	649,810	797,550	403,200
Boston.....	486,425	600,783	258,487
Philadelphia.	68,301	598,004	76,334
Baltimore....	95,152	1,752,904	91,156
New Orleans.	364,000	958,100	.....
Galveston....	578,450	.....	.....
Total.....	2,242,138	4,707,338	829,177
Last week....	1,019,252	3,681,567	566,363
Last year....	905,911	2,678,577	863,018

GRAIN SHIPMENTS.

For the week ending Jan. 5, the shipments of wheat, corn and oats at nine primary markets, and at the leading seaports, as compiled by the Trade Bulletin, were:

WESTERN POINTS.	Wheat. bu.	Corn, bu.	Oats, bu.
Chicago.....	193,635	865,973	1,072,638
Milwaukee...	10,500	3,600	9,600
Minneapolis..	166,600	36,900	46,670
Duluth.....	28,644	.....	3,289
St. Louis....	232,220	575,000	122,820
Toledo.....	43,500	394,000	133,000
Detroit.....	16,615	40,702	.....
Kansas City..	546,300	122,250	.....
Peoria.....	5,500	161,000	141,200
Total.....	1,243,514	2,199,425	1,529,217
Last week....	1,072,546	1,518,325	1,142,363
Last year....	1,040,074	1,367,874	1,051,767
SEABOARD.			
New York....	324,476	949,052	126,786
Boston.....	96,560	221,230	24,080
Philadelphia.	142,712	529,611	38,272
Baltimore....	223,767	1,219,485	.....
New Orleans.	128,000	728,568	.....
Galveston....	258,000	.....	.....
Newp't News	.....	42,857	.....
Total.....	1,173,515	3,690,803	189,138
Last week....	1,293,772	3,676,050	361,951
Last year....	1,215,490	3,882,064	227,297

LETTERS FROM THE TRADE

A BIG LOAD OF CORN.

Grain Dealers Journal: I am anxious to know if any one has received a larger load of ear corn than this one. On Dec. 14 I received a load drawn by two horses. It amounted to 123 bushels and 20 pounds, and I took 70 pounds to the bushel. Who has a larger load to report? J. F. Bryant, Frankfort, O.

A PESSIMISTIC VIEW.

Grain Dealers Journal: My experience is, that by working hard in the grain business and shipping 300 to 400 cars at a net profit of 25 to 50 cents per car I can get along. There are dozens of persons pretending to be my friends, when all they want is my earnings for which they give me good advice, smiles and probably a little book worth 10 cents. H. C. Silver, Huntington, Ind.

CAREFUL WEIGHING AT DETROIT.

Grain Dealers Journal: With regard to the complaint of shortage by an Indiana shipper, I would say that the rules of our Board of Trade and also the regulations of our elevators require that all grain cars be carefully swept after the shovellers have got thru with them, and the sweepings are placed in the receiving hopper before the grain is weighed.

We also have private weighmen at the different elevators, who are appointed by the Board to supervise the weighing in and out of grain. These regulations have been in force in Detroit for a long time, and complaints of shortages are very few and in most cases can be traced to leaky cars. F. W. Warring, secretary Board of Trade of the City of Detroit.

WHY PEAVEY'S CEMENT TANKS BURST.

Grain Dealers Journal: The best explanation I have seen of the failure of Peavey's cement tanks at Duluth to withstand the strain to which they were subjected Dec. 12 is given in a letter written by C. A. P. Turner, a civil engineer of this city, who writes as follows:

"The bins were approximately 104 feet high by 33 feet 6 inches in diameter for the circular bins, and fifteen in number. The space between the circular bins was designed to be utilized for storage by building a connecting wall between each pair of bins six feet in length, making twelve additional bins, the main sides of which are convex inward and must act as arches in resisting the thrust of the grain when the circular bins are empty. The walls run from 2 feet in thickness at the bottom to about 9 inches at the top, and are strengthened by horizontal bands of 1½ by ¼-inch steel spaced 12 inches c. to c. at the lower part of the wall. Failure occurred upon filling one of these star-shaped intermediate bins. The writer's figures indicate that the arched side of the interior bin is sufficient to withstand the thrust of pressure of the grain if given a rigid skew-back, and that the cause of failure is to be found in the latter, which consists of the two 90 degrees segments of the thin shell of the circular

bins, which would evidently be subjected to bending by action of the thrust at the skewback, and would deflect outward, causing the arch to fail at the center and at the skewback. The cracks in the upper portion of the structure clearly indicate the accuracy of the above analysis."

This is good, but it looks to me as tho the real trouble is directly traceable to the fact that the grain firm attempted to serve as its own architect and builder. Any engineer who sees the truss extending from the elevator to the tanks will ask, What blacksmith built that hammock?

It may appear cheaper to employ inexperienced men for designing and superintending such work, but ultimately it frequently proves the contrary. M. F. D.

MORE LIGHT ON ST. LOUIS WEIGHTS.

Grain Dealers Journal: In the Journal of Nov. 25, under heading "Short Weights at St. Louis," a list of cars handled by St. Louis people is given, as shipped by E. R. Ulrich & Sons, Springfield, Ill. One of these cars is No. 274, in weight 937:16 bushels, out weight, 900:25 bushels, shortage 37 bushels. We want to show the readers of the Journal what this good shipper wrote his St. Louis correspondent in regard to this car:

Springfield, Ill., Sept. 29, 1900.

Gentlemen:—We note that on car No. 274 you have settled on our weights. Please note that this is 30,000 pounds, which we think is simply estimated, so we cannot accept this as settlement. Please have buyer furnish certificate and oblige.

There might have been 45,000 pounds in this car. We understand it was not weighed at this end and we would like to have buyer give out-turn weight on this car. We supposed our invoice made note of this fact.

Yours truly,

E. R. Ulrich & Sons.

We bot this car on shipper's weights and paid for it. When his St. Louis correspondent received this letter he asked us to have the car weighed at destination, which was done with the above results. Bartlett Commission Co., St. Louis, Mo.

AN ELEVATOR TO BE PROUD OF.

Grain Dealers Journal: My new elevator is now completed, and I am doing a good business in corn and oats. I dump everything in the same dump; and

a chain drag delivers the grain or ear corn into a 20-inch elevator, whence it is distributed to any bin in the house or to the corn crib, for storage, or to the 1,000-bushel hopper scales, for immediate shipment.

One man can take in all the grain that can be hauled to the elevator no matter how it comes, whether corn, barley, oats or wheat. Each load is handled to equal advantage. Three 12-inch elevators take care of the cleaned grain and corn cobs to equal advantage.

I am proud of my modern, up-to-date elevator, and any one contemplating erecting an elevator would do well to come miles to see this plant, which has a capacity of about 35,000 bushels, and is conveniently arranged and easily managed. H. G. Pollock, Middle Point, O.

ANNUAL REPORT MILLER'S NATIONAL FIRE INS. CO.

W. L. Barnum, secretary of the Millers National Insurance Company, has ample reason for congratulating policy holders on the continued success and the sound financial condition of the company. In issuing his annual report the secretary calls attention to the fact that for a quarter century the president, the vice-president, the secretary, assistant secretary and the treasurer have worked incessantly for the interests of the company. As the same conservative officers will continue in charge of the affairs of the company it is reasonable to believe the company's remarkably successful career will continue uninterrupted.

The cost of insurance in the company last year was 45 per cent of the Board Rate and the cost during its 25 years business has been only about one-half the Board Rate, so that those who have been fortunate enuf to hold policies in this company have saved one-half what the same insurance would have cost them in a reliable stock company. Its past must be accepted as a fair index of its future.

The company's cash assets on Jan. 1 amounted to \$761,155.90, the market value of bonds and stocks, mortgages and cash on hand.

The total liabilities were \$288,402.47, which included a re-insurance reserve of \$128,042.74 and guarantee deposits of \$121,364.71.

The deposit notes subject to assessment amounted to \$2,067,377.79, making the total surplus over all liabilities \$2,540,131.22.



The fact that the visible supply has decreased during the past month in spite of very large primary receipts and small exports, makes the bulls braver, and they don't turn white when one mentions the big visible. They claim it will fade away rapidly in the near future as the receipts are going to be much smaller and mills will draw heavily upon it.—Zahn's Circular.

DEATH OF PHILIP D. ARMOUR.

Philip Danforth Armour died at his residence in Chicago at 5:45 p. m., Jan. 6. His illness dated back two years, when muscular degeneration of the heart compelled attention to his health. An attack of pneumonia was followed by heart failure, which was the immediate cause of death.

Born May 16, 1832, at Stockbridge, N. Y., he passed his boyhood on his father's farm. From his small earnings as a farm

said, Mr. Armour made his first great coup just before the close of the civil war by selling pork short at a time when all the packers were loaded up. By this deal he not only made \$2,000,000, but crippled the packers, and with the money thus gained he established his famous pork packing business at Chicago soon after the war.

In the grain trade Mr. Armour has always retained an interest, tho very subordinate to his packing business. His in-

have charge of the packing business in Kansas City. His son, J. Ogden Armour, has had absolute control of the Chicago business for two years.

ASKED AND ANSWERED

WANTS DESIGN FOR ELEVATOR.

Grain Dealers Journal: I would be pleased to see in the Journal the description, particulars and plans for 10,000 to 20,000-bushel elevators. I will be obliged to any one who can give this information. Thomas Ogden, Chesterville, Ill.

DETROIT SHORTAGE SMALL.

Grain Dealers Journal: In the last Journal an Indiana Shipper complains of a shortage of 210 pounds on a car of oats, gross weight, 79,450 pounds. I think this shipper expects too much. A shortage of 7 bushels on a whole car is not excessive. The shipper could easily lose three bushels in loading and weighing, and the terminal elevator the same in unloading. There is always a loss in handling grain of any kind; and a grain shipper must allow for shrinkage just as a manufacturer does for depreciation of plant. Michigan.

DELAY OF RAILROAD IN ROUTING.

Grain Dealers Journal: In reply to the question of Hibbs & Son who loaded a car at their station and who were refused a bill by the railroad agent on the ground that he had no tariff reading to the market to which they wished to ship, we would say that Hibbs & Son can hold the company for delay if they have fulfilled all the requirements. The measure of damages would be the difference in the market price at the time the consignment could reasonably have arrived at the market, and the market price actually received when sold. E. A. D.

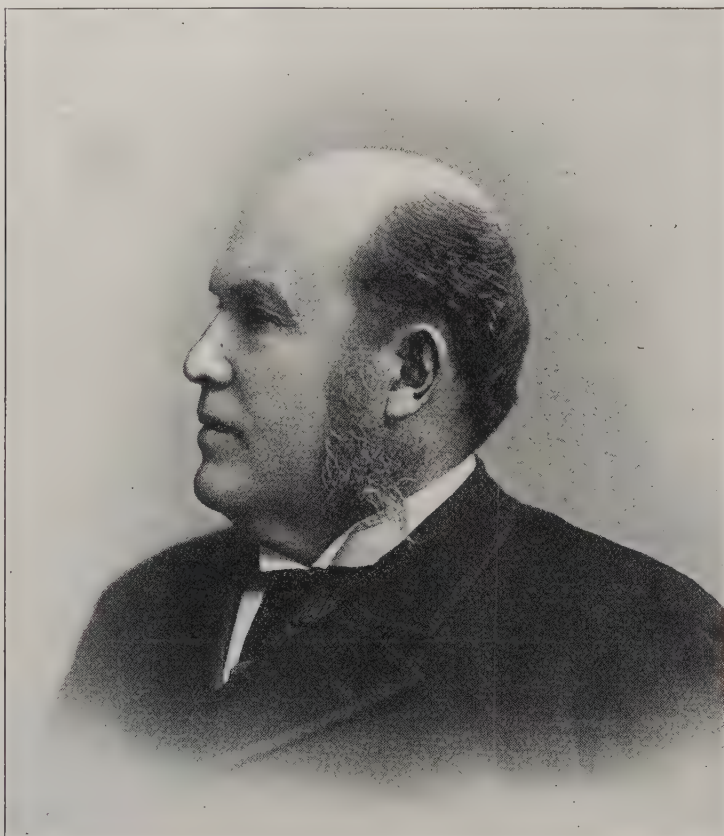
GOVERNMENT CROP REPORT.

John Hyde, statistician of the Department of Agriculture, in his report issued Dec. 27, estimates the United States wheat crop of 1900 at 522,229,505 bushels, the area actually harvested being 42,495,385 acres, and the average yield per acre 12.29 bushels. The production of winter wheat is estimated at 350,025,409 bushels and that of spring wheat at 172,204,095 bushels, the area actually harvested being 26,235,897 acres in the former case and 16,259,488 acres in the latter.

The winter wheat acreage totally abandoned in Ohio, Michigan, Indiana and Illinois is finally placed at 3,522,787 acres, and the spring wheat acreage totally abandoned in North Dakota and South Dakota at 1,793,467 acres.

The newly seeded area of winter wheat is estimated at 30,282,564 acres. The average condition of the growing crop on December 1 was 97.1 per cent of the normal. There are many complaints of the Hessian fly, but the low condition figures reported from Ohio, Michigan, Kentucky, and Tennessee, 86, 80, 87, and 84, respectively, are fully offset by the exceptionally high condition reported from Kansas, Missouri, California, Oklahoma, and other states, in all of which it is above normal.

The production of corn in 1900 is estimated at 2,105,102,516 bushels; oats, 809,-



Philip D. Armour, Deceased.

hand and clerk for the village grocer he saved his first \$100, and at the age of 17, with schooling limited to the three R's, he set out to make his fortune. He drifted west, crossed the plains to California, and after four years in the diggings accumulated \$4,000 by dealing in gold dust. In 1856 he engaged in packing in a small way at Milwaukee, where he cut up a few dressed hogs in a West Water street cellar.

His first venture in the grain business was as a receiver at Milwaukee in partnership with F. B. Miles. He bot an elevator at the Cream City, which then was the leading market, and became acquainted with John Plankinton, with whom he formed a partnership, Miles retiring with \$175,000. Soon after, he acquired the grain commission business of his brother, Herman Armour, at Chicago. In those early days margins were wide and commission merchants did business in a free and easy way. Mr. Armour traveled as the solicitor of the firm, and his energy and attention to detail inspired confidence in the country grain shippers. At this time he had many warm friends among the river men and country shippers.

A born speculator, as he himself often

vestments in elevator property were largely in terminal houses on the Chicago River, where grain could be stored and sold for future delivery. This business, for many years, was very profitable. Also he operated lines of country elevators.

He gave to individuals and institutions with the generosity characteristic of a speculator. His philanthropy was of the practical kind. He believed in helping people to help themselves. At a cost of \$2,800,000 he founded Armour Institute at Chicago, several years ago, and took great pleasure in observing the working out of his practical ideas for the education of youth.

Long before his death the business of Armour & Co. was incorporated in order to care for his vast and varied interests, after the death of his son, P. D. Armour, Jr. He had two brothers older and two brothers younger than he. He also had one sister. All of the family are now dead with the exception of H. O. Armour, who is two years younger than Philip. H. O. Armour had charge of the commission and grain business in Chicago when Philip came to Chicago, after which time he went to New York. His nephews, Kirk B. and Charles W.,

125,989 bushels; barley, 58,925,833 bushels; rye, 23,995,927 bushels; buckwheat, 9,566,966 bushels; potatoes, 210,926,897 bushels, and hay, 50,110,906 tons. The area from which these crops were gathered was as follows, in acres: corn, 83,320,872; oats, 27,364,795; barley, 2,894,282; rye, 1,591,326; buckwheat, 637,930; potatoes, 2,611,054, and hay, 39,132,890.

HALLIDAY'S NEW ELEVATOR AT CAIRO, ILL.

The success of large grain elevators at interior points has prompted the building of many first-class houses at other than terminal markets during recent years, and some of these are equipped with many of the latest and best devices for the rapid handling and improving of grain. In this latter class may be listed the new 500,000 bushel elevator of the Halliday Elevator

Illinois, Indiana, Iowa, Missouri, Nebraska, Wisconsin, Michigan, Kansas, Tennessee and Kentucky, and distributed among consumers in the Southwest, South and Southeast. The elevator is large enuf to accommodate also the wheat supply of the Halliday flour mill near by.

The elevator's foundation is very substantial, consisting of 30 foot piling surmounted by brick laid in Portland cement. The basement is of granitoid thruout. The superstructure is, frame, cribbed bins, covered with corrugated iron siding and gravel roof.

The elevator has a daily handling capacity of 100 cars; 50 in and 50 out. In the working part of the elevator are four legs, which elevate grain from the receiving sinks beneath the car shed adjoining elevator to the garnerers over the hopper scales in the cupola. From the hopper

installed by H. L. Day, collects and carries all dirt and dust to the furnaces where it is burned.

Adjoining is a sacking shed where are facilities for rapidly sacking packages of uniform size. An endless carrier is used to load or unload boats on the river.

The brick engine and boiler rooms, shown in the engraving, contain a 200 h. p. Corliss engine and two boilers of special design. Each boiler is 20 feet by 66 inches and has 20 6 inch flues. A supply pump and a feedwater heater complete the power plant equipment.

BOOKS RECEIVED.

POWER AND TRANSMISSION for January is an unusually attractive number of the instructive quarterly. Its new cover in two colors proves that it is a 20th century number. Copy can be ob-



New 500,000-Bushel Elevator of Halliday Elevator Co., Cairo, Ill.

Co., designed and erected at Cairo, Ill., by the John S. Metcalf Co., of Chicago.

The Halliday Elevator Co. and the H. L. Halliday Milling Co. are separate corporations, but the stock is owned by the same persons. The fine new elevator illustrated herewith was built to enable the company to facilitate the handling of the company's growing business. It conducts a receiving and shipping business, grain being shipped to it from points in

scales the grain is spouted to the bins in the working part, or delivered to one of the two conveyor belts running out over the storage bins. Each of the four 80,000 pound hopper scales are equipped with automatic registering devices.

The elevator has its own electric light plant and is lighted thruout by incandescent lights. A standpipe with hose attached on each floor furnishes ample fire protection. A dust collecting equipment

tained by sending 10 cents to the Dodge Mfg. Co., Mishawaka, Ind.

THE GAS ENGINE HANDBOOK is the title of a 240 page book of useful information for the designer and engineer. The book contains a goodly number of rules and formulas, so that any intelligent draftsman may design a gas engine without difficulty. It also contains many useful rules and hints that are of much value

to the engineer who has the care and management of a gas engine. A chapter is given on testing and covers many points regarding the calculation of horse-powers. It contains many illustrations. The book is well bound in flexible leather covers. Price \$1.50. Address The Gas Engine Publishing Co., Cincinnati, O.

SEEDS.

William Casler has engaged in the seed business at Cape Vincent, N. Y.

New York exported 1,360 bags of clover seed during the week ending Jan. 5.

A. A. Mather has succeeded T. C. Parkhurst, seed dealer at Canandaigua, N. Y.

The Robert Evans Seed Co. has been incorporated at Hamilton, Ont. Capital stock, \$50,000; incorporators, R. C. Steele and S. E. Briggs, Toronto; James W. Hogg, Hamilton.

A delegation of wholesale seedsmen held a meeting at Washington, Jan. 7, to protest against the appropriation of money for the free seed distribution by the Department of Agriculture.

Chicago received 414,000 pounds of timothy seed during the week ending Jan. 5; compared with 390,000 pounds a year ago. The shipments were 264,000 pounds; compared with 764,000 pounds.

Clover seed receipts at Chicago for the week ending Jan. 5 were 138,000 pounds; compared with 253,000 pounds a year ago. The shipments were 212,000 pounds; compared with 128,000 pounds.

S. F. Leonard, seedsman, Chicago, who suffered heavy loss by fire a few years ago, has effected a settlement with two-thirds of the insurance companies. The question was as to the cause of loss, fire or explosion.

Receipts of grass seed other than timothy and clover at Chicago for the week ending Jan. 5 were 304,000 pounds; compared with 124,000 pounds a year ago. The shipments were 258,000 pounds; compared with 197,000 pounds.

The Seedsmen's League has issued a circular urging members to bring pressure to bear on the agricultural committees of the House and Senate, with a view to putting a stop to the free distribution of seed by the government.

Clover seed receipts at Toledo, O., for the week ending Jan. 5 were 554 bags; against 1,862 a year ago. For the season to Jan. 5 the receipts have been 48,885 bags; against 103,686 bags for the corresponding period last year. Shipments were 3,793 for the week and 39,300 for the season to date; against 5,800 for the week a year ago and 78,144 bags for the corresponding portion of the preceding season.

J. F. Zahm & Co. write: The receipts of clover seed at Toledo continue very light, and we see no indication of any increase in the near future. Shipments out of here show an increase, most of the seed however, having been sold several weeks ago. Some dealers say they have been unable to sell any cash seed since the market advanced, but that is only natural. The Eastern buyers are always slow in following the advance when they are in no hurry for the seed.

C. A. King & Co. report that: December receipts of clover seed at Toledo were the smallest for that month in many years. They have been 5,000 bags, against 10,300 last year; 10,200 two years

ago; 17,000 in 1897 and 7,300 in 1896. January receipts are generally smaller than the December and may be a little this season. February shows no material change, while March generally shows a large increase, dealers sending in their surplus, which this year is expected to be very small. December shipments were also very small. They were only 3,700 bags, against 12,000 year ago; 4,000 in 1898; 12,800 in 1897 and 1,800 in 1896.

TRADING FOR GRAIN 100 YEARS AGO.

If any grain dealers are in business today who bot grain from the farmers about

FIRE.—An obliging Correspondent in *Partridgefield* informs us, that a Barn, belonging to Mr. George Smith of that town, took fire by flax that had been smoked for dressing, on the 25th inst. and was entirely consumed, with all its contents;—consisting of 20 tons of Hay, 1000 wt. of Flax, 9 bushels of Flax-Seed, 2 Horses, and 1 yearling Steer, together with some other valuable articles.

The public are hereby cautioned to refrain from the bad practice of smoking their Flax, before they dress it as they expose their buildings, and injure the purchaser.

Distillery & Brewery
One mile East of the MEETING HOUSE
LANESBOROUGH

WHERE may be had, Beer
of the best quality by the Hog's head, Burel, or less quantity, as may suit the purchaser. Also, Essence of Pepper Mint, American and English, warranted genuine in patent vials by the single dozen, gross or thousand. Mint Cordial by the Gallon.

Barley, Rye, Indian Corn,
and Hops received in payment, and a generous price given. Malt constantly on hand to be exchanged for said articles.—Hops are taken in and smoked in the best order, by the public's humble servant,

JOHN HART.

N. B. Cash paid for HOPS.

Lanesborough, Dec. 9, 1800.

Stop Thief.

STOLEN from the subscribers' Fulling-Mill, on the night of the 5th of December current, about fifteen yards of darkish brown fulling CLOTH, marked with L. E. Whoever will apprehend the Thief and return the Cloth, shall be entitled to Six Dollars Reward, or Three Dollars for either, and all reasonable charges paid.

REUBEN JUDD.

Williamstown, Dec. 8, 1800

Advertisements from "Sun" of Pittsfield, Mass., for Dec. 30, 1800.

Pittsfield, Mass., 100 years ago, no doubt they remember with anger how Jonathan Allen of Pittsfield advanced money on grain and hay, as he advertised to do in The Sun of Pittsfield, published Dec. 30, 1800.

They will also remember that Josiah Dwight & Co., accepted grain in exchange for Dry Goods, Rum, Gin, Wines and Molasses as is shown by their advertisement from the same paper.

Then over at John Hart's brewery and distillery near the meeting house in Lanesborough, the farmers could exchange their grain for various kinds of

liquid goods, but for hops they were offered cash.

It was a day of barter and exchange. Cash transactions seem to have been undesirable, and if the advertisements from the Pittsfield Sun truthfully reflect the wants of the grain growers the principal demand was for rum.

A careful perusal of the Sun for that week does not disclose any interests in market prices. The grain traders were at liberty to place their own value on any lot presented.

Like the Grain Dealers Journal, The Sun was favored with news letters occasionally, and a moral drawn for readers.

New Store.

Josiah Dwight & Co.

Have lately taken the STORE formerly occupied by JOHN STODDARD & Co. in Pittsfield, and replenished it with a

Handsome Assortment of
DRY GOODS.

THEY HAVE ALSO,

RUM, Brandy, Gin, Wines;
Molasses, Coffee,
Hylon, Hylon-Skin, Souchong and
Bohea Teas,
Lump and Brown Sugars,
Pepper, Allspice, Ginger,
Nutmegs, Cinnamon,
Cotton Wool, Powder, Shot, &c. &c.

The above GOODS were bought on the best terms, and will be sold, for ready pay, at a very small advance from the first Cost. Those who prefer giving the value of their property by an immediate exchange, to having a long price for long credit, will find an advantage in laying it out at the above Store.

Wheat, Rye, Corn, Flax Seed,
Oats, Pork, Bar Iron, Butter, Tallow,
Beeswax, Clean Cotton and Linen Rags,
Flax, Cheek Flannel, Tow Cloth, Home-
 spun Men's Wear, Hog's Bristles, &c. &c.
will be received in payment the same as CASH.

N. B. A handsome discount will be made to Taverners, and others, who buy by the quantity.

November 18, 1800.

Cash on Hand to Let, on very

Moderate Terms
FOR ANY QUANTITY OF

Corn, Oats, or Hay,

DELIVERED HERE

JONATHAN ALLEN.

Pittsfield, October 1, 1800.

The flour maker does not seem to have been near as anxious for grain as the traders, for he did not advertise.

A public man in Scotland who suggested that inmates of the poor house be fed on cornmeal was defeated for reelection.

Ohio grain dealers wud advance the interests of the regular dealers of the state by sending the name of their firms, place and capacity of each elevator or grain warehouse to J. W. McCord, Columbus, secretary of the Ohio Grain Dealers Association.

Bucket shops are having a rocky time, write C. A. King & Co. Steadily advancing markets generally cripple and frequently ruin them apparently. Rather than put up the white flag they generally depart during the night, taking their patrons' margins and profits with them.

ILLINOIS LAW, PERMITTING PUBLIC ELEVATOR MEN TO DEAL IN GRAIN IS UNCONSTITUTIONAL.

State of Illinois, County of Cook, ss. In the Circuit Court of Cook County.

People ex rel. Attorney-General vs. Central Elevator Company and Carrington, Hannah & Company.—Information for an Injunction and Proceedings for Contempt for Violating Decree Herein.—Decision Rendered January 10, 1901.

Tuley, J.: The Attorney-General filed in this case an information in equity against the respondents herein as licensed proprietors of a warehouse of Class A in Chicago. This was one of nine similar cases against Chicago city warehousemen, filed at the same time.

All the informations prayed for the same relief, a perpetual injunction to restrain defendants, as warehousemen, from storing grain in their own warehouses. The answers admitted in each case that defendants were operating public warehouses of Class A, in which grain was stored in Chicago, and they had stored the grain owned by them in their own warehouses and claimed the right to do so. These answers also set up a general custom of thirty years' standing, under which the proprietors of public warehouses were accustomed to store their own grain and mix it with the grain of their customers, etc.

Final decree was entered in each case granting the relief prayed for.

An appeal was taken to the Supreme Court of the State, and while the same was pending the rein, the General Assembly of the State of Illinois, about the close of its session of 1897, passed an Act amending Section 6 of the Warehouse Act, by which the proprietors, lessees or managers of public warehouses of Class A were authorized to store in any such warehouse owned, leased or managed by them, grain of their own, and mix it with the grain of others of like grade stored therein thereby expressly authorizing them to do that which this Court has expressly perpetually enjoined them from doing.

Notwithstanding said Act of 1897, of the passage of which the Supreme Court is bound to take judicial notice, that Court affirmed the decree of the Court perpetually enjoining the warehousemen as aforesaid.

Subsequently the Attorney-General applied to this Court for a rule upon defendants in this case to show cause why they should not be punished for contempt of this Court in having, after the decree of this Court herein, stored grain in their own warehouse and mixed it with the grain of their customers, in violation of such decree.

The rule to show cause was entered and the respondents, in answer thereto, in substance, admitted that they had stored grain in their own warehouses subsequent to said decree, and mixed it with that of their customers and justified so doing under the Act of 1897.

The contention of the Attorney-General in reply thereto is that the Act of 1897 is unconstitutional and void.

The defendants, at the time of answering the rule for contempt, also filed their petition herein, praying for a modification of the decree so as to permit them to store grain in their own warehouses and mix it with that of their customers.

Whether or not the defendants are guilty of contempt depends upon the question whether or not the Act of 1897 is a valid enactment or not.

OPINION.

The vital questions in this case are:

1st. Whether the term "public warehouse" as applied to the grain elevators in Chicago had at the time of its adoption into the constitution of 1870 a fixed meaning, established by legislative interpretation or judicial construction. If so, such meaning must be taken to be its meaning, as used in the constitution of 1870.

A word or term having a meaning established by legislative interpretation or judicial construction used in a new constitution must be taken to be used in such established sense.

Jenkyns v. Ewin, 8 Haskell (Tenn.) 476.
2d. If the term "public warehouse" had not at that time such an established meaning, does Article 13 of the constitution entitled "Warehouses," by clear implication forbid a warehouseman storing his own grain and mixing the same with that of other persons in the warehouse controlled by him?

The constitution operates upon the Legislature purely as a limitation, that body possesses plenary authority, except as expressly or by clear implication denied by the constitution.

People v. Richmond, 16 Col., 274.

3d. Has the Supreme Court in this case given a judicial construction to said Article 13 of the constitution, in substance, that the General Assembly was without power to authorize the owner, lessee or manager of public warehouses of Class A to store his own grain in said public

warehouse, mixing it with that of other persons stored therein?

If so, the Court must follow such construction.

1st Question. Had the term "public warehouse," an established meaning prior to the adoption of Article 13 of the constitution of 1870?

STATE LEGISLATION CONCERNING WAREHOUSES.

As early as 1819 an Act was passed in the State which provided, "that public warehouses may be kept at the several places, which may be pointed out by the commissioners in each county for the inspection of beef, pork, hemp, tobacco and other articles of exportation necessary to be inspected."

This Act appears to be permissive only.

No further legislation in this direction appears to have been had until 1829, when a very comprehensive law was passed concerning "public warehouses for the inspection and storage of tobacco."

This Act resembles in many respects the Act passed by the House of Burgesses in Virginia, as early as 1748, which is hereafter referred to.

The Act of 1829 made it the duty of the County Court to authorize the erection of warehouses for the reception and inspection of tobacco. The person applying for permission to erect the same to give bonds, with condition "to erect such strong and substantial house or houses as will contain at least 100 hogsheads of tobacco."

All tobacco brought to such warehouse was to be received, inspected and examined by an inspector to be appointed by said Court, the inspector was required to give bond and take the oath set out in the statute, which, among other things, was that he would not change, alter or give out any tobacco other than such hogsheads or casks for which the receipt to be taken up was given. The inspector was required "to store away and secure every hogshead of tobacco after inspection, to deliver receipts therefor, and to deliver out to any shipper or raiser upon request the tobacco called for in such receipt." Several sections are devoted to prescribing the duties and liabilities of the inspector, one section providing for the appointment by the Court of a discreet householder, to act as commissioner for one year, whose duty it should be to visit the warehouses in the county, see that the warehouse scales, etc., were kept in good repair and the tobacco properly stored, and that the inspector properly performed all his duties. Also to make report to the County Commissioner's Court.

Section 21 of the Act recognizes private warehouses open for storage to the public as different from the "public warehouses" created by the Act, the one being under private control, and the latter as being under public control.

There is nothing in the Act which appears to recognize the owner of the warehouse as having any right, aside from the possession, in connection with the "public warehouse" other than to receive from the inspector the compensation fixed by the Act for the storage of each hogshead of tobacco, to wit: 75 cents for every hogshead of tobacco as rent for said warehouse.

Evidently the public warehouse under the Act of 1829 was a public institution, a State agency, established in the interest of trade for the benefit of the "raiser" and shipper of tobacco, as also for that of the general public. The inspector was a State agent and the manager of the warehouse exercising a "sort of public office."

In the year 1845 the Act of 1819 and the Act of 1829 were re-enacted as one Act, the first nine sections being the same as the Act of 1819, and the remaining twenty-two sections the same as the Act of 1829.

In the year 1867 the General Assembly of this State passed an Act in many respects similar to that now in force, regulating elevators and warehousemen and containing many restrictive provisions, some of which are, in substance, incorporated in Article 13 of the Constitution of 1870.

By that Act (1867) the General Assembly declared that "All persons who shall keep a warehouse in the State, in which the grain of such persons shall be kept separate from the grain of all other persons, shall be denominated private warehousemen, and all persons keeping a warehouse for the storage of grain in bulk, and in which the grain of different owners shall in any way be mixed, shall be denominated 'public warehousemen,'" thereby drawing a marked distinction between those where grain was mixed and where it was kept separate."

The Act of 1867 also provided for the issuing of receipts to those storing grain; that all public warehousemen storing more than one million bushels in a year should, on the second Monday of each year, publish the rates of storage for the ensuing year, which should remain unchanged. Provided for the inspection of grain by lawfully appointed inspectors, and prohibited "public warehousemen" receiving grain until inspected and graded, and that the grade of the grain in the warehouse be changed or raised

by any process of cleaning, drying or mixing or by any other process.

Prohibited the warehouseman mixing different grades or causing to be selected choice lots of grain for the purpose of raising the grade, etc. Provided for the warehouseman in Chicago filing every week a statement with the Board of Trade showing each kind and amount in store up to the preceding Saturday night, etc.; also as to the manner of issuing and cancelling receipts and for the right of any person interested to visit and inspect the warehouse and every part thereof and prohibiting discrimination as to rates and charges.

In the same year (1867) an Act was passed concerning the delivery of grain by railroads to warehouses.

An inspection of these two Acts will throw light upon the evils to be remedied and which induced the constitutional convention to devote an entire article to "warehouses." It is apparent from this legislation and the debates of the convention that the establishment and control of warehouses in which grain shipped in bulk was mixed, and which were located in the city of Chicago (then the greatest grain market in the world) was the paramount object and purpose of what may be called the constitutional legislation contained in said Article 13.

Every constitution has a history of its own, which is likely to be more or less peculiar and must be interpreted in the light of such history."

Cooley, Judge, in People v. Harding, 53 Mich., 482.

And, says Judge Cooley, "The public history of the times should have weight in arriving at such construction."

Bay City v. State Treasurer, 23 Mich., 191. The Court will take judicial notice that Chicago was the only city in the State having more than 100,000 inhabitants (in 1870), to which Sec. 2 of Art. 13, at the time of its adoption, could have any application.

Article 13 made it the duty of the General Assembly to pass laws for the inspection of grain, for the protection of producers, shippers and receivers of grain and produce and also laws "to give full effect to said Article 13."

In complying with this mandate, the General Assembly passed an Act "to regulate public warehouses and the warehousing and inspecting of grain, and to give full effect to Article 13 of the Constitution of this State," and gave a legislative construction to this Article, and particularly as to Section 2 thereof, by dividing public warehouses into three classes, making warehouses situated in cities containing more than 100,000 inhabitants in which grain is stored in bulk and in which the grain of different owners is mixed together, etc., Class A.

This law has been held by our own Supreme Court and by the United States Supreme Court to be a valid exercise of power by the General Assembly, and that it was a constitutional regulation of trade.

Munn v. People, 69 Ills., 80.

People v. Harper, 91 Ills., 337.

Munn v. Illinois, 94 U. S. Rep.

In a former opinion of this Court, the Court said:

"In the debates in the constitutional convention of 1870, the desire to make all warehouses 'public' and subject them to a public use and to public regulation, was the controlling idea in framing Article 13 of the constitution. We find one member of the convention in the debate, declaring that 'the time has arrived to declare them public institutions.' It is also apparent from such debates and from the famous case of Munn v. Illinois, 94 U. S., in which the constitutionality of the Act of 1871 was maintained, that the main object of the constitutional provision Article 13, was to require the passage of laws to regulate the business of warehouses in the city of Chicago, which had then become 'the greatest grain market of the world.' The United States Supreme Court in that opinion declares that public warehousemen, like the common carrier, the miller, the ferryman, pursue a public employment and exercise a 'sort of public office.'"

And the dissenting opinion of Justice Field is quoted by me as saying that the Court construed the constitution of Illinois as declaring these warehouses to be "public institutions."

From what source or precedent was this policy of "public warehouses" as governmental agencies derived?

The peculiar legislation of 1829, by which public warehouses, as State agencies for the storage of tobacco, was founded,—as a comparison will show—upon the legislation of Virginia which originated while Virginia was yet a British colony.

This Act of 1829 was followed by the Act of 1867, establishing "public warehouses" for the storage of grain, by which the legislature exercised the same powers and supervision over the trade in grain, for the protection of the producers and shippers that it has found necessary to put in force as to the trade in tobacco and for the protection of the shippers and "raisers" thereof.

Sir Robert Walpole, in his celebrated "Excise" scheme A. D., 1733, was the first British statesman to suggest that "public warehouses," which

should be governmental institutions or agencies, be established, in which important articles should be lodged at a moderate rate without being chargeable with duty until they should be taken out for home consumption, and to be exempt from duty if re-exported. This scheme was never fully adopted in Great Britain and was only partially adopted many years thereafter, but as early as the year 1748 the scheme of public warehouses, as governmental agencies, in the interest of trade, was put into practical operation in the then British colony of Virginia, not as to external importations, but was applied to internal trade in and export of the great staple of the colony, tobacco.

The establishment of government warehouses in aid of trade may have been borrowed from Sir Robert Walpole's "Excise" scheme, or it may have been evolved from the conditions then prevailing in the colony of Virginia, but however that may be, it was the first practical application of the plan of governmental warehouses in the interest of internal trade.

At the time of the passage of the Act of 1748 by the Council and House of Burgesses of the colony of Virginia, regulating the trade and establishing public warehouses in connection therewith, tobacco and tobacco certificates, or notes, had for many years been used as "currency" and was almost the only currency in circulation. Contracts were made payable in tobacco. Debts could be discharged, clerks', sheriffs' fees and other official fees, etc., could be satisfied in the staple, tobacco.

The conditions as to tobacco warehouses then existing in the colonies were in many respects similar to those existing in the State of Illinois, as to grain elevators and grain warehouses prior to the adoption of the constitution of 1870.

What may be termed "public warehouses" as known to the common law, that is, warehouses conducted by individuals for the storage of tobacco for the public generally, were numerous in the colony, but the opportunities for fraud in connection therewith, in receiving unsound and unmerchantable tobacco, giving false certificates therefor, which passed from hand to hand and were used as "currency," and the substitution of unsound tobacco for sound tobacco placed in storage, etc., when taken in connection with the fact that tobacco or the certificate of warehouses therefor entered into nearly or quite all of the trade transactions as and in the place of money, necessitated government control, and the establishment of governmental institutions, or warehouses, not only for the protection of the producers and shippers, but also in aid of the internal and export trade in tobacco.

This Act of 1748 established "public warehouses" for tobacco at many places in the colony, and gave power to establish others, to which all tobacco was to be brought for inspection and storage; provided for the appointment by the Governor upon the recommendation of the County Courts of inspectors who were to receive, store, receipt for and deliver out tobacco from the public warehouses. It prescribed in great detail their duties and penalties for non-performance thereof. It also provided that if the owner of any existing warehouse for the storage of tobacco should refuse to rent the same for the compensation provided for in the Act (which was a fixed sum per hoghead), he should be subject to a fine, etc. Also, for the exercise of the right of eminent domain as to any land selected as a location for a public warehouse. It also provided for the inspector issuing tobacco notes or receipts for tobacco inspected and stored by the inspector in the warehouse, and imposed severe penalties for delivering out in discharge of such notes or receipts, tobacco of a different quality than that called for in the receipt; that after the passage of the Act only such notes or receipts so issued should be taken in discharge of contracts, debts, fees, etc.

The warehouse was under the control of the inspector who was prohibited from holding certain other offices and from "substituting, changing or mixing tobacco so received or stored." Except having the possession, the only connection of the owner with the warehouse appears to have been to receive a fixed sum upon every hoghead or cask of tobacco when stored, and a further sum when the same was taken out, as rent for the warehouse.

The Illinois Act of 1867 as to grain warehouses was evidently based upon the Act as to tobacco warehouses passed in 1829, and that Act (of 1829) was based upon the Virginia legislation which originated in 1748, and was intended to establish "public warehouses" for tobacco as State institutions, or State agencies, in the interest of trade and of the public, as distinguished from the "public warehouses" known to the common law, created and controlled by private individuals, in which storage could be had by any member of the public.

The Act of 1867 was before our Supreme Court in several cases, and their perusal will make evident the evils intended to be remedied by that Act (and by Art. 13 of the constitution of 1870); also that the Court recognized the necessity as well as the right of the State to control these public grain warehouses.

Vincent v. Chicago & Alton R. R., 49 Ills., 33.
Chicago & N. W. R.R. v. People, 56 Ills., 365.

People v. Chicago, etc., 57 Ills., 436.

There is no doubt but that at common law a public warehouseman could buy and store his own property in his own warehouse even to the exclusion of the general public, for lack of room, but in the later State legislation concerning public warehouses (which were made State agencies in the interest of trade) no precedent is found of any legislation giving to the owner, manager, lessee or inspector the right to buy and store his own property in such State institutions or agency.

Grain warehouses where the grain of different persons was mixed together, were unknown to the common law. Such public warehouses have come into use in the last fifty years and our Supreme Court in this case has found that it was not customary at the time the constitution of 1870 was adopted, for the owners of public warehouses for the storage of grain located in the city of Chicago, Class A, to store their own grain in the warehouses controlled by such owners, and that such practice by such owners did not commence until 1865.

It is also to be noted that the evidence in this case showed that the warehouseman in the city of Chicago for nearly fifteen years after the passage of the Act of 1871 gave a practical construction to that Act by refraining from the purchase and storage of their own grain in their own warehouses, thus treating the same as exclusively State agencies and public institutions.

It is apparent upon the face of this Article 13 that the warehouseman was constituted by that Article a trustee, for the producers, shippers and the public. It is clear in the light of the legislation of the State and the debates of the constitutional convention and the history of the grain trade, that the framers of the constitution never intended to create a State institution or agency, a "public warehouse," which such warehouseman, or trustee, could manage or control in his own interest and to the injury of producers, shippers and of the general public.

Such a "public grain warehouse" and the "public warehouseman" shown by the evidence in this case as existing at the time of the decree herein, was not the "public warehouse" and the "public warehouseman" contemplated or intended by Article 13 and particularly by Section 2 thereof, in the constitution of 1870.

The term "public warehouseman" at the time of its adoption into the constitution of 1870 had a fixed, established meaning as exclusively a public agency, controlled by the State in the interest of trade of producers and shippers and the general public, and differed from the public warehouseman known to the common law, in that it could not be used by the private warehouseman for the storage of his own property or for his own private advantage.

Second Question. If the term "public warehouse" had not at that time such an established meaning, does Article 13 of the constitution entitled "Warehouses," by necessary implication, forbid a warehouseman storing his own grain and mixing the same with that of other persons in the warehouse controlled by him?

The second proposition has been answered, substantially, in the affirmative by what has already been said upon the first.

Article 13 of the constitution, read in the light of the prior legislation of the State, and of other like legislation, concerning "public warehouses," as State agencies, and in the light of the debates of the convention that framed the constitution and also in the light of the history of the times, showing the conditions that called into existence the peculiar detailed provisions as to "public warehouses" contained in Article 13, the construction of that Article must be that the framers of the constitution intended to create in cities having more than 100,000 inhabitants, "public warehouses" which should be exclusively public institutions and State agencies in the interest of trade and for the protection of producers and shippers, which could not be used for private purposes, or to further private interests of the owner, manager or lessee of the warehouse.

Third Question. Has the Supreme Court in this case given a judicial construction to said Article 13 of the constitution; in substance, that the General Assembly was without power to authorize the owner, lessee or manager of public warehouses of Class A to store his own grain in said public warehouse, mixing it with that of other persons stored therein?

As to the third proposition if the Supreme Court in this case has given a judicial construction to Article 13 to the effect that under the constitution the "public warehouses" established by Article 13 in cities having more than 100,000 inhabitants, was one in which the owner had no right to store his own grain and mix it with the grain of his customers, and that to permit him to do so would be inconsistent with his duties as a public warehouseman and destructive of the public warehouse system contemplated by the constitution, it would necessarily follow that the General Assembly had no power to confer on such owner, manager or lessee, the right to store his own grain and to mix it with that of his customers in his own warehouse.

The decision of the Supreme Court must be considered in the light of the records of this case; that after the decree in this case perpetual-

ly enjoining the defendants from storing and mixing their own grain with that of their customers in their own warehouse was entered and an appeal taken and while such appeal was pending in the Supreme Court, the General Assembly passed the Act of 1897, giving the warehouseman the right to do that which this Court had perpetually enjoined him from doing,—that notwithstanding such action of the legislative body, of which the Supreme Court takes judicial notice, that Court entered its judgment affirming the decree of this Court.

The record of this case shows that the main contention of the defendants in this and in the Supreme Court was that the defendants, as public warehousemen (in the absence of any prohibition so to do, in the constitution of 1870, or the law of 1871), had a right to store their own grain and mix it with the grain of their customers, and that the evidence in the case showed a long continued and well known custom for public warehousemen to so deal in grain, such as would incorporate such custom into the constitution of 1870 and the law of 1871, and make it practically a part thereof.

Both of such contentions were decided adversely to defendants in this and in the Supreme Court.

The Act of 1871 was passed in obedience to the command of the constitution, Article 13. So far as regards the right of the warehouseman to store his own grain with that of others in his warehouse, it adds nothing to and takes nothing from his rights as public warehouseman under the constitution of 1870. Neither the constitution nor the law contains any express prohibition of his right to store his own grain in his own warehouse.

It must be admitted that as a public warehouseman he could do so at common law, but the Supreme Court in this case held that as a public warehouseman under Article 13 of the constitution and the law of 1871, he cannot do so.

Such conclusion could only have been arrived at as a necessary implication from the provisions of the constitution of 1870 and the law of 1871. This is manifest from the opinion of the Supreme Court in this case.

The Court declares "That the public warehouses established under the Act are public agencies and the defendants as licensees pursue a public employment. It (the corporation) is clothed with a duty toward the public."

"The evidence shows that defendants, as public warehousemen storing grain in their own warehouses, are enabled to and do overbid legitimate grain dealers by exacting from them the established rate for storage, while they give up a part of the storage charges when they buy or sell for themselves. By this practice of buying and selling through their own elevators, the position of equality between them and the public whom they are bound to serve, is destroyed, and by the advantage of their position, they are enabled to crush out, and have nearly crushed out, competition in the largest grain market of the world. The result is that the warehousemen own three-fourths of all the grain stored in the public warehouses of Chicago, and upon some of the railroads the only buyers of grain are the warehousemen on that line. The great bulk of grain is brought by rail and in carloads and is inspected on the tracks, and the duty of the warehousemen is to mix the carloads of grain as they come. Such indiscriminate mixing gives an average quality of grain to all holders of warehouse receipts. Where the warehouseman is a buyer the manipulation of the grain may result in personal advantage to him. Not only is this so, but the warehouse proprietors often overbid other dealers as much as a quarter of a cent a bushel, and immediately resell the same to a private buyer at a quarter of a cent less than they paid, exacting storage which more than balances their loss. In this way they use their business as warehousemen to drive out competition with them as buyers. It would be idle to expect a warehouseman to perform his duty to the public as an impartial holder of grain of the different proprietors if he is permitted to occupy a position where his self interest is at variance with his duty. In exercising the public employment for which he is licensed, he cannot be permitted to use the advantage of his position to crush out competition and to combine in establishing a monopoly by which a great accumulation of grain is in the hands of warehousemen, liable to be suddenly thrown upon the market whenever they, as speculators, see profit in such course. The warehouseman issues his own warehouse receipt to himself. As public warehouseman he gives a receipt to himself as individual, and is "enabled to use his own receipts for the purpose of trade and to build up a monopoly and destroy competition. That this course of dealing is inconsistent with the full and impartial performance of his duty to the public seems clear."

The decision is, in effect, that a public warehouse where the warehouseman can so conduct the business thereof, ceases to be the public warehouse intended by the constitution, and that such warehouseman is not the warehouseman provided for in such constitution. That

to allow the warehouse to be used to store the warehouseman's own grain, is to make it a private warehouse. That it ceases to be a public agency and becomes a private instrument of the warehouseman by which he is enabled to crush out all competition and combine with other warehousemen in establishing a monopoly.

That being clothed with a duty to the public, where the warehouseman buys and sells through his own warehouse he destroys the equality between himself and the public which he is bound to serve, and thereby fails in the performance of such duties.

If the Act of 1897, which attempts to give him the right to store and mix his own grain in his own warehouse is valid, he is enabled and indirectly authorized to make the public warehouse his own private warehouse, and is not bound to receive grain of others, if there is no room. He is thereby enabled and authorized to use his public employment to crush out competition and establish a monopoly. He may manipulate his own grain coming to the warehouse, in his own interest as he may desire, and that provision of Section 2, Article 13, which provides that "the different grades of grain shipped in separate lots shall not be mixed with inferior or superior grain without the consent of the owner or assignee thereof" which was intended to secure a general average of all grain of the same grade coming to the warehouse, by compelling the warehouseman to mix the carloads of grain, etc., as they arrived, would be a complete nullity.

It appears clear to the Court that the permit the warehouseman to so store grain and to so mix the same would be inconsistent with his position as trustee, and with his duties to the public as fixed by Article 13 of the constitution of 1870.

In conclusion I hold the term "public warehouse" as used in the constitution of 1870 had a fixed meaning by the legislation of this State, as an exclusively public agency, controlled by the State in the interest of trade and of producers and shippers and also the general public, and its adoption into the constitution, distinct and different from the "public warehouse" known to the common law, and that the term "public warehouse" must be taken and held to be used in said constitution in that established sense. And being so used it, by necessary implication, prohibits the General Assembly from establishing any other kind of a "public warehouse."

2d. That, if the term "public warehouse," as applied to public warehouses in cities having more than 100,000 inhabitants, had not such established meaning by legislative interpretation, that, viewing Article 13 of the constitution in the light of the prior legislation of the State and in the light of the debates of the convention and the history of the times, it was the intent of the framers of the constitution to establish, and they did establish, public warehouses, in which grain was to be mixed at State agencies, in the interest of trade, of the producers and shippers and of the general public, which the public warehouseman conducting the same could not conduct for his private gain, and in which he could not store his own grain and mix it with the grain of other persons. That, by necessary implication from said Article 13, the General Assembly is without power to give the warehouseman the right so to do.

I am of the opinion that the Supreme Court in this case, has, in substance, decided that the "public warehouses," Class A, were established as State agencies for the protection of producers and shippers of grain and in the interest of trade and also the general public; and has defined the kind of "public warehouse" established by Article 13, and also the duties and powers of the warehouseman controlling such warehouse.

Also, that the Court has, in effect, declared that the public warehouse in which the warehouseman stored his own grain and mixed it with that of other persons and competed with other persons in the purchase of grain, using his public employment to crush out competition, was not the kind of warehouse, nor was such warehouseman the kind of warehouseman contemplated and established by said Article 13. It would necessarily follow that the General Assembly could not establish such different kinds of warehouses, or give such rights to such warehouseman and any Act having that effect must necessarily be in contravention of said Article 13 of the constitution.

Article 13 commands the General Assembly to pass laws "for protection of producers, shippers and receivers of grain" and laws "to give full effect to Article 13" which shall be construed so as to protect "producers and shippers."

The law of 1897 was passed in the special interest of the warehouseman. There is no such command in Article 13. The "protection" it gives "the producers, shippers and receivers of grain" is the protection that the wolf gives to the lambs.

The warehouseman, under the Act of 1897, if the same is valid, can monopolize the grain trade of Chicago and drive out of business, practically, all other "shippers and receivers" of

grain, and then have the "producer" at his mercy.

It is with regret that the Court feels compelled to declare the Act of 1897 unconstitutional and void,—not as being prohibited by any express words, but as prohibited by clear implication from the provisions of Article 13 of the constitution, entitled "Warehouses."

I had hoped that the necessity of so doing would have been obviated by the General Assembly repealing the law. One session of that body has been held since the decision of the Supreme Court and no action taken.

The Court has also considered the possible injurious consequences to the warehouse and the grain interest of this city, by holding this Act of 1897 void. The constitutional provisions as to "warehouses" may have been very unwise, and in the light of present conditions I am of the opinion they were, but the Court has nothing to do with the wisdom thereof, its only duty being to interpret the same.

It is possible that congress may find it necessary to regulate these public grain warehouses under what is known as the Inter State Commerce clause of the Federal constitution. The interest of trade and commercial enterprise has rendered these agencies necessary to the commerce of the country. These elevator public warehouses are mere stopping places necessary to the transfer of grain from one railroad to another, and from the railroad to water transportation. They are but necessary links in the grain transportation system of the United States.

In the absence of Federal legislation, the legislation of the States, however dissimilar, must control.

The defendants must be adjudged guilty of the contempt alleged.

The fine will be fixed at _____ dollars and costs. The petition for a modification of the decree will be dismissed for want of equity with costs.

IMPORT PERMITS IN FRANCE.

The French senate is considering a bill to give a bounty to exporters of wheat or wheat flour, for the benefit of the wheat growers of France. To avoid doing harm to the important French milling industry the authors have devised a clever scheme.

The exportation of wheat or flour, no matter of what origin, will entitle the exporter to a certificate showing the amount of duty required on a corresponding importation of wheat or flour. This certificate will be accepted by the government at any time in payment of import duties, not alone upon wheat, but on coffee, tea and cocoa.

By this arrangement the French peasant will enjoy a double benefit, in selling his wheat dearer and buying his drinkables cheaper. Some millers oppose, while others favor the new plan. The bill is supported by the powerful political influence of the agricultural party, and is expected to pass despite the opposition of the administration.

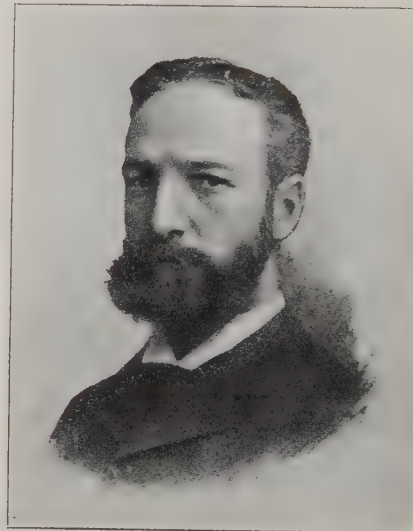
The effect of the enactment of this law on the American grain trade probably would be beneficial rather than otherwise.

The steamer Northwestern, launched at Chicago, Ill., Dec. 29, at the yards of the Chicago Shipbuilding Co., is the first of eight boats to be built for the Northwestern Steamship Co., for lake and ocean service. Four of the steamers will be ready by the opening of navigation, and will be placed in commission on a regular route between Chicago and Liverpool or Hamburg. The boats are 256 feet in length, 42 feet beam and 26 1-2 feet in depth, giving 3,000 tons capacity. When the Great Lakes are closed by ice the boats will be profitably employed on the ocean. Among the leading spirits in the Northwestern Steamship Co., which is investing \$2,000,000 in boats, is Charles Counselman, of Charles Counselman & Co., who operate large terminal elevators at Chicago and lines of country elevators thru the west, thereby controlling a large grain traffic for the new steamer line.

WILLIAM S. WARREN.

The annual election of officers for the Chicago Board of Trade for the ensuing year has resulted in a complete vindication of President William S. Warren, who has taken a leading part in the fight against bucket shops and bucket-shop-ping.

During the past year President Warren has given most of his time to the work of the Board, and at the sacrifice of his personal interests. Re-election was not sought, but was given without opposition. Desiring not to desert the fight for reform in the midst of the battle, he has reluctantly complied with the



William S. Warren, President Chicago Board of Trade.

wishes of the members and accepted a re-election for another year.

Mr. Warren has been a member of the Board for nearly thirty years, having come to Chicago from Michigan. He was first identified with the grain commission business as an employe of Spruance, Preston & Co. In 1893, the firm of Hulburt, Warren & Co. was organized and has continued since then.

President Warren has been identified with the best interests of the Board for years and has the complete confidence of his fellow members. That he will continue to work for the advancement of the common interests of all members, is clear to all who have watched closely his course during the past year. There will be no compromising of the quotation fight, that will prove favorable to the interests of the bucket shops.

Nebraska crop report No. 7, just issued by A. H. Bewsher, secretary of the Nebraska Grain Dealers Association, contains a summary of 370 replies: Acreage of corn originally sown, 6,291,000; harvested, 5,246,000 acres; crop, 143,650,000 bushels, or 27 per acre. Of the crop 79 per cent will grade No. 3 or better; 53 per cent will be required for home feeding. Reserves carried over from previous crop, 1,406,000 bushels. The acreage of winter wheat is 1,068,000, or 129 per cent of last year's. The condition of the growing crop is 14 per cent better. The amount of corn available for shipment across county lines is 54,198,000 bushels.

THE SUPPLY TRADE

The Union Iron Works, of Decatur, Ill., has sent an artistic calendar to its many friends and customers as usual.

The Pneumatic Elevator and Weigher Co., of Indianapolis, Ind., has increased its capital stock from \$100,000 to \$150,000.

C. J. Grate, formerly of Portland, Ore., has been appointed representative of the Edward P. Allis Co., of Milwaukee, Wis., at Spokane, Wash.

The Weller Mfg. Co., Chicago, has just completed a new brick machine shop for heavy work, in the rear of its building on North Ave.

The Foos Gas Engine Co., of Springfield, Ohio, has recently made shipments of its gas engines to Stockholm, Sweden and Rotterdam, Holland.

The Link Belt Machinery Co., Chicago, Ill., is erecting a new two-story brick building 85 x 50 feet. This shop will have special facilities for sheet metal work.

The Hamilton Rubber Mfg. Co. has moved into large and commodious ground floor offices at 161 East Lake St. Elmer E. Bast is manager of the Chicago office.

The Colonial Scale Co., of Portland, Me., has been incorporated with a capital stock of \$150,000 to manufacture scales. The incorporators are F. F. Holland, E. A. Chaplin, and J. T. Fagan, all of Portland.

One of the most beautiful calendars received this month is from C. A. Burks & Co., grain dealers and commission merchants of Detroit, Mich., and Decatur, Ill. It is truly a rose calendar, its six pages being decorated with colored reproductions of artistic water colors by the celebrated painter of flowers, Paul de Langhe.

W. H. Caldwell, Chicago representative of the Barnard & Leas Mfg. Co., Moline, Ill., was accidentally shot in the face, while out hunting with his brother recently, but is apparently none the worse for his experience, aside from a few marks caused from the probing for the shot. After February 1 H. P. Roberts will be his assistant.

C. G. Hammond, vice-president and treasurer of the Huntley Mfg. Co., Silver Creek, N. Y., opened the new century by calling upon a number of his Chicago friends. He reports that the demand for Monitor Machines is far above expectations, and that work on extensive additions to the Monitor Works will be commenced as soon as the weather permits.

The S. Howes Co., Silver Creek, N. Y., writes: We have recently employed Mr. Robert S. Culbertson as traveling agent. Mr. Culbertson has for some time past been employed in one of the largest glucose works in Belgium and was formerly employed by the American Glucose Co., of Peoria, Ill. He is a practical miller and thoroughly understands grain cleaning machinery.

The Otto Gas Engine Works, Philadelphia, Pa., one of the largest manufacturers of gas and gasoline engines, has been established twenty-four years. They write: "For two years past we have been unable to handle the business that has offered. We are now adding to our plant two large buildings that will increase our floor space 12,000 square feet. New machinery will be installed and when the improvements are completed,

the capacity of the works will be doubled. These improvements will cost nearly \$100,000."

The Hess Warming & Ventilating Co., of Chicago, have completed patterns and templates for the making of small driers for country elevators, to meet a demand which has recently become quite pressing. Owing to the general use of gasoline engines it is impracticable, in many cases, to provide steam heat for the drier, at small elevators. Under the new arrangement the drying may be done with furnace heat, using coal, wood, coke, cobs or oat-hulls. The cost of the drier is considerably less than the same drier with steam coils, and the absence of the necessary steam connections is equivalent to a further saving. While the drier with furnace heat is perfectly safe, yet it must necessarily be placed at a distance from the elevator, to avoid criticism from fire underwriters. A new catalog, describing the Hess Driers, for grain, cereal foods, and other special work, is in preparation and will be mailed to all inquirers.

BEALE'S CORN CRIB VENTILATORS.

The ventilated corn crib designed by N. S. Beale of Tama, Ia., and described in the Grain Dealers Journal for Dec. 10,



Beale's Corn Crib Ventilators.

1900, proved such a success that he continued to work along that line with the result that he has invented a movable ventilator which can readily be applied to any crib and removed when it is desired to empty the crib.

The ventilators are to be made of different shapes in order to bring the corn in every crib near to moving air.

The low ventilators are made of 2 x 4 inch pine with widest surface exposed to the boards surmounting it. This style of ventilator is 3 ft. 10 ins. high, and 24 ins. across. The cross boards nailed to the 2 x 4's are 1 1-2 ins. apart. The top board is 6 ins. wide, the others 4 ins. wide.

The high ventilator is 7 feet high, but not so wide at the bottom. It is designed for ventilating wide and high cribs. None

of the corn stored in cribs equipped with these ventilators will spoil or deteriorate and reduce the grade of all the corn as frequently occurs in unventilated cribs.

Cribbers who will construct ventilators will not find it necessary to give so much attention to the construction of the crib as they have done heretofore.

COBS.

J. R. Dietrich & Co. are reported to be doing a scoop shovel business at Bremen, Ind.

The Great Western Distillery at Peoria pays the government \$60,000 revenue tax every day.

Begin the new century right, subscribe for your trade paper, read it and keep posted regarding what is going on in the trade. It will pay satisfactory dividends.

The Botsford-Jenks Elevator Co., has been incorporated at East St. Louis, Ill., with \$100,000 capital. The incorporators are John E. Botsford, Frank D. Jenks, John W. Taylor.

The stamp tax on grain is collected several times, in the farmer's grain ticket or check, the draft, the bill of lading, on the telegram and the Board of Trade transaction.

To destroy the Hessian fly a Michigan farmer turned a flock of sheep into the

wheat field. Every fly was devoured by the sheep which ate the young plants close to the ground.

Consul Smith of Moscow reports that the total exports of all grains from Russia between Jan. 1 and Nov. 1 amounted to 4,382 tons, compared with 3,506 tons for the corresponding period last year.

Rice amounting to 13,146,000 pounds was exported during the 10 months ending Nov. 1, as reported by the bureau of statistics, compared with 749,000 and 570,000 pounds for the corresponding periods of 1899 and 1898.

Our exports of malt for the 10 months ending with Nov. 1, as reported by the bureau of statistics, were 257,000 bushels; compared with 355,500 and 407,600 bushels during the corresponding periods of 1899 and 1898.

Full with Booked

PATENTS GRANTED

Edward R. Bryant, Ranger, Tex., has been granted letters patent, No. 664,233, on a hay press.

Daniel McLaughlin, Pana, Ill., has been granted letters patent, No. 664,423, on a baling press.

Charles S. Williamson, Goliad, Tex., has been granted letters patent, No. 664,701, on a baling press.

Clarence O. White, Minneapolis, Minn., has been granted letters patent, No. 664,200, on a gasoline engine.

Albert T. Otto, New York, N. Y., has been granted letters patent, No. 664,360, on an igniter for gas or oil engines.

John Dougil, Manchester, Eng., has been granted letters patent, No. 664,134, on an internal combustion engine.

Clarence O. White, Minneapolis, Minn., has been granted letters patent, No. 664,110, on an igniter for explosive engines.

Walter K. Freeman, Saratoga Springs, N. Y., has been granted letters patent, No. 664,632, on an internal combustion engine.

Henry Sutton, Melbourne, Victoria, has been granted letters patent, No. 664,689, on a speed regulator for explosive engines.

Schuyler C. Hicks and Peter L. Hoffman, New Carlisle, Ind., have been granted letters patent, No. 664,409, on a bag holder.

John Rump, West Point, Ia., has been granted letters patent, No. 664,680, on a cleaner and separator to reclean seed as it comes from the threshing machine.

Giacomo Miari and Francesco Giusti, Padua, Italy, have been granted letters patent No. 664,661, on an incandescent igniting device for explosion engines.

Thomas Gaunt, Peoria, Ill., has been granted letters patent, No. 664,257, No. 664,258, No. 664,259, No. 664,260, No. 664,261, and No. 664,262, on the separation of germs from corn, the manufacture of starch and cattle food, and a process of treating grain in making starch.

August T. Bramer, Wentworth, Mo., has been granted letters patent, No. 664,716 (see cut) on a grain door for cars. Vertical irons are bolted to the sides of the door with their upper ends running in the slots as shown. When raised the irons are held in the curve of the slot, and when lowered the door is held down by the dog.

Oscar H. Baker, Minneapolis, Minn., has been granted letters patent, No. 664,455 (see cut) on a lock for grain distributors. Each bin spout is provided with the locking device consisting of a short vertical lever. When it is desired to discharge into a certain bin the spring controlling that particular lock is pulled, moving the upper end of the lock lever into position to hold the end of the distributing spout as it is swung around.

Joseph E. Brown and Henry H. Winters, Victoria, Kan., have been granted letters patent, No. 664,621 (see cut) on a grain door. The boards across the door opening are firmly held in position by a rigid and permanently fixed cleat at one end and an iron bar at the other end. After the boards have been inserted the iron bar is drawn against the wall of the car by the thumb screw at its upper end, thus firmly clamping the boards in place.

James T. Clark, Loange, Ala., has been granted letters patent, No. 664,533 (see cut) on a machine for hulling and cleaning rice. The casing is closed at the sides

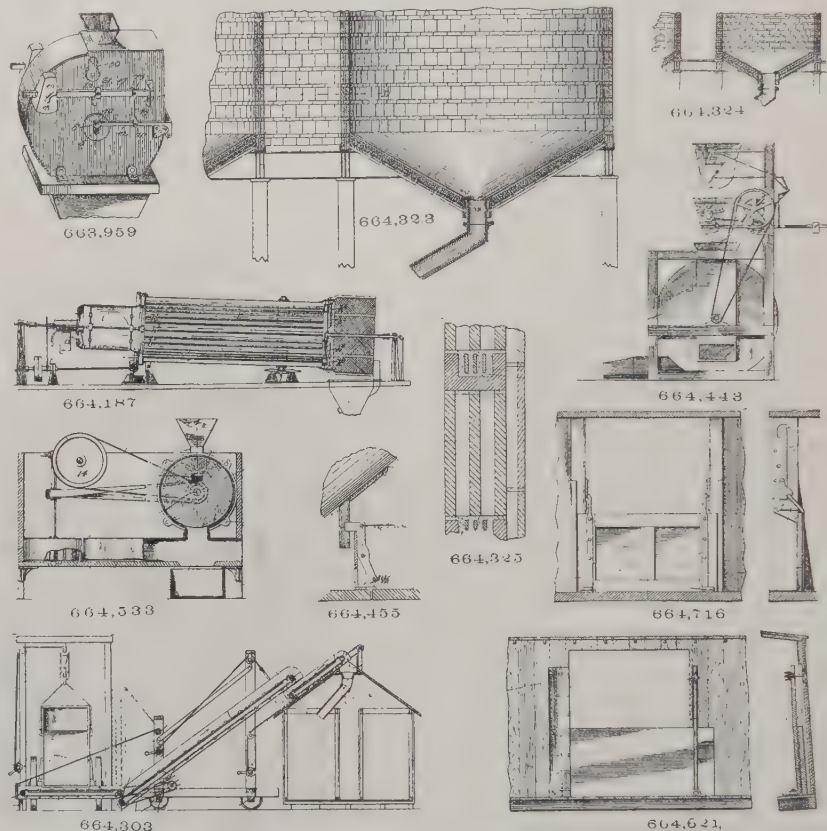
and bottom. Within this main casing is contained the casings of the blast fan and the scouring mechanism. A wind trunk connects the scourer casing and the fan casing. The material passes from the hopper into the scourer and thence thru the discharge opening in the bottom.

Albert Crawford, Battle Creek, Mich., has been granted letters patent, No. 663,959 (see cut) on a weighing machine. This device is of the weighted lever type. The casing contains a rotary weighing receptacle divided into compartments. Corresponding with the compartments is an annular series of curved flanges located between the periphery of the receptacle and its center. These curved flanges form cam surfaces and engage with the roller or wheel.

Henry H. Weber, Loretto, Ill., has been granted letters patent, No. 664,303

ers, one of which is keyed to the power shaft.

Ernest V. Johnson, Chicago, Ill., has been granted letters patent, No. 664,323, No. 664,324, and No. 664,325, (see cuts) on a grain elevator; on the construction of fireproof grain elevators, or other buildings; and on a fireproof grain bin. Patent No. 664,323 covers a fireproof grain-elevator, comprising a series of cylindrical grain-bins each having masonry walls composed of alternate double-row courses and single-row courses bonding the double-row courses, the double-row courses having a space between their outer and inner rows filled with cement, and a tensile acting metal member or band placed edgewise in said space and surrounding the inner row, and a series of double bowed or convex walls uniting adjacent cylindrical bins, and forming a series of inter-space bins; also a grain-



(see cut) on a portable grain elevator. The grain is dumped into the low down horizontal conveyor trough, elevated by the inclined conveyor and discharged into the bins by the distributing spout. All of the machinery is mounted on a truck, and manipulated by guys attached to upright posts. A main shaft hung on the floor of the truck drives the receiving trough, the elevator and the auxiliary elevator.

John Taylor and Joseph E. Kohn, Cleveland, O., assignors to the Kilby Manufacturing Co., same place, have been granted letters patent, No. 664,187 (see cut) on a rotary drier. An inclined rotary cylinder contains a series of longitudinal tubes. Connected with this cylinder at its forward end is another cylinder provided with a stationary head having an inlet for the material requiring drying. A steam pipe passes thru the center of the forward cylinder, supplying steam to the tubes. The cylinder rotates on roll-

bin having a hopper-bottom comprising courses of material forming an impervious downwardly-tapering hopper and a supporting-frame consisting of radial tension-rods secured at their outer ends to the peripheral framework and united at their inner ends to a central ring. Patent No. 664,324 relates to a fireproof grain elevator, bin or other building having cylindrical tilework walls composed of alternate courses rigidly united, the double-row courses being each composed of vertically-arranged hollow tile and single-row courses being composed of thin flat tile spanning the double-row courses, and having vertical openings through the same registering with the hollows or open spaces in said vertically-arranged tile and thus forming continuous vertical-air-passages in the wall. Patent No. 664,325 covers the detail. The engraving shows the course of trough shaped bonding tile forming a ring and containing imbedded in cement three steel rings.

SUITS AND DECISIONS

A court of equity will refuse its aid to those who, by their own negligence, have incurred loss or suffered inconvenience.

The employer is not ordinarily called upon to warn against dangers which can only result from the fault of fellow servants.

An association of persons formed for an illegal purpose, or one against public policy, will not be recognized as a partnership.

A false representation of so trivial a character that it cannot be believed to have affected the buyer's judgment furnishes no ground on which to rescind the sale.

The George H. Daggett Co., Chicago, has brot suit at Washington, D. C., to recover \$1,632 from Martin Kastle on account of deals in grain and stocks made during February, 1899.

The liability of a common carrier of goods is that of an insurer and in case of loss no excuse avails such carrier unless occasioned by the act of God or the public enemies of the State. 36 S. E. 202.

Samuel J. White has been given a verdict for \$2,100 damages against E. H. Tromanhauser, elevator builder at Minneapolis, Minn., for injuries sustained by falling from the cupola of an elevator which defendant was erecting.

In a recent Georgia case it was decided that where a policy insured both a building and the stock of merchandise therein, in consideration of premium payable in a gross sum, it was entire and indivisible; and, under a clause forfeiting it in case the insured failed to take an inventory of the stock within a specified time, a failure to take such inventory forfeited the insurance on the building as well as on the stock.

Where a consignee of goods shipped from one state to another, sues a common carrier for the value of goods lost in transit, his right to recover their value cannot be limited by the contract of shipment which provided that in consideration of reduced rates the valuation of the property shipped should not exceed \$5 per 100 pounds, and the carrier's liability should not exceed that amount, since such contract violates the Interstate Commerce act, Section 2, forbidding special rates. Ward vs. Missouri Pacific Railway Company, 58 S. W., 28.

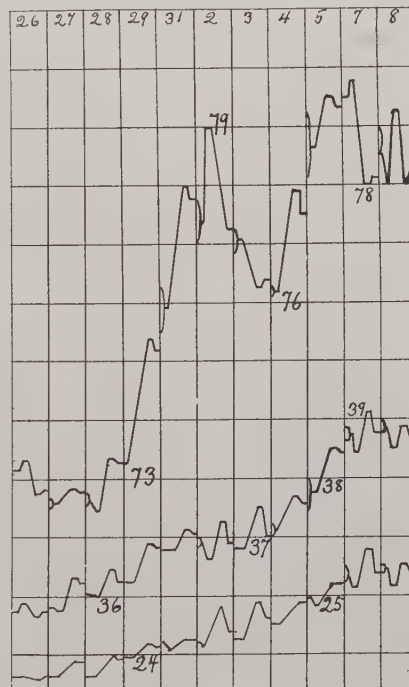
The legality of a bucket shop transaction is upheld in the late case, of Gaylord, Blessing & Co. against Hannah Duryea at St. Louis, Mo., to recover \$3,479 in commissions alleged to be due. In the absence of a statutory enactment, Judge Booth of the circuit court gave a verdict for the brokers under the common law. An attempt to annul the transactions on the charge of gambling could not be sustained because both principal and agent knew at the time of the transaction that there was to be no actual transfer of stock. The case has been in the courts since May, 1898, and has attracted much attention on account of the principle involved.

The North of Scotland Canadian Mortgage Co. has brot suit against the Merchants Bank and John Mills of Portage la Prairie, Man., to recover \$652 for wheat sold. The plaintiffs, North of Scotland Co., sold certain lands to T. Woods, L. E. McCann and E. T. McCann, the terms being that they were to pay for the land by delivering to the com-

pany half the crop. In 1899 they stored the crop in an elevator in the name of the company and themselves; they afterwards sold the whole of the wheat to defendant, John Mills, who borrowed money from the Merchants' bank at Portage la Prairie and made a payment on account. The manager of the elevator endorsed the warehouse receipt for the North of Scotland Co., but, it is contended, without the authority of the company. Mills sent the receipts forward attached to drafts on E. O'Reilly, of the Winnipeg Grain Exchange. O'Reilly paid the amount of the drafts to the Merchants' bank and took up the warehouse receipts. The money was remitted to the Portage branch to Mills' credit, and checked out by him.

PRICES AT CHICAGO.

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for two weeks prior to January 9 are given on the chart herewith:



Though partners dissolve, one of them assuming the debts, and this is known to the creditor, the latter still retains the right to treat all the partners as principals, not as sureties, unless he agrees that he will look only to the one assuming the debts.

A farmer engaged in raising and marketing wheat, the Supreme court of Minnesota holds, is presumed to know the value thereof, and may testify thereto without showing familiarity with the market. Linde against Gaffke, 84 Northwestern Reporter 41.

A committee of a board of trade appointed to determine the rights in a margin deposit is tribunal of limited jurisdiction, the judgment of which is not binding unless the proceedings were in accordance with the charter and by-laws of the board, and such judgment can be reviewed by a court in case of an abuse by unwarranted procedure of the committee. Supreme Court of Illinois, Ryan vs. Cudahy.

MEETING OF ILLINOIS VALLEY DEALERS.

The Illinois Valley Grain Dealers Association held a meeting at the Harrison house, La Salle, Ill., Dec. 27, at 2 p. m. President J. F. Kilduff, in the chair, called the members to order. After the minutes of the previous meeting had been read and adopted, F. M. Shaw of Streator, moved that the constitution and by laws be printed and a copy be mailed to each member of the Association, also that two hundred circular letters be printed, and mailed to all grain dealers in the vicinity, inviting them to join the Association, which was carried.

A discussion of the grain trade from the country buyer's standpoint followed.

B. F. Walter, traveling representative of the Illinois Grain Dealers Association, introduced a resolution that Gov.-elect Yates be addressed by letter signed by president and secretary of the Association requesting that some man thoroly conversant with the grain trade in the country be appointed on the Board of Railroad and Warehouse Commissioners. The resolution was carried, and the secretary instructed to address such a letter.

An adjournment was then had until 7 p. m.

At the evening meeting the storage question was discussed at some length by Frank Ream, Lostant; George A. White of the Churchill-White Grain Co., Chicago; W. E. Kreider, Tonica; W. M. Hirschy, Spring Valley, and others.

Bills amounting to \$4.51 were ordered paid.

George A. White moved and the motion was carried, that the next meeting be held in the same place Thursday, Jan. 31, at 7 p. m.

The meeting then adjourned.

Those in attendance were O. F. Wilson, Morris; M. J. Hogan and E. Bartley, Seneca; John A. Jamieson and C. L. Douglass, Marseilles; H. J. Ruckrigel and M. Kinney, Ottawa; J. H. Carlin and George C. Dunaway, Utica; A. Reinhart, Robert Unzicker and W. D. Holley, Peru; W. E. Kreider and J. J. Matern, Tonica; Frank Ream and W. T. Kelso, Lostant; F. J. Delaney, J. W. Radford and George A. White, Chicago; J. F. Kilduff, La Salle; James Farrell, Midway; H. G. Smith, Triumph; F. M. Shaw, Streator; George Beyer, De Pue; John Martin, Ladd; Peter Eschbach, Leonore, and Robert Harrington, Marseilles.

J. C. Eisenmeyer has brot suit against C. Eisenmeyer at Belleville, Ill., to recover \$500 on account of \$425 subscribed to the stock of the Texas City Mill & Elevator Co., alleging that defendant guaranteed investment.

Arnold Judd of New London, Conn., has brot suit against the Daniels Mill Co., of Hartford, Conn., to recover the value of 250 bushels of oats. Mr. Judd claims that a carload of oats purchased from the Daniels Mill Co. and shipped direct to him from Chicago was 250 bushels short of the certified weight. The defense of the Hartford company was that the certificate of the inspector should be accepted as final, according to the custom of the trade, which is well understood by all dealers in grain. Shippers to eastern markets will be pleased to learn that the Daniels Mill Co. has taken an appeal. If certificates of weight issued by the authorized weighmasters of the board of trade are not to be final, and can be set aside by the courts, they will be valueless.

GRAIN TRADE NEWS.

CANADA.

Gilmor & McBean succeeded George McBean & Son, grain dealers of Montreal.

Mackenzie & Mann contemplate erecting a 1,000,000-bushel grain elevator at Port Arthur, Ont.

The Montreal harbor commission is dissatisfied with the progress made by the Connors syndicate in building the new elevator.

The oil house of Boody & Noakes' linseed oil mill at Winnipeg, Man., was damaged to the extent of \$1,500 by fire Dec. 24. Insured.

The Canadian Northern Railway will work a large number of men this winter in an endeavor to complete its line between Port Arthur and Winnipeg.

Tough wheat is not wanted, and great difficulty is now experienced in finding a buyer for even odd cars of tough. Buyers prefer it dried.—Commercial, Winnipeg.

The American Cereal Co., of Akron, O., has arranged for the erection of a large oatmeal mill at Peterborough, Ont., with a view of cultivating the export trade to Great Britain.

John Kennedy, harbor engineer at Montreal, has prepared a long report on the advisability of an effort being made to keep the St. Lawrence open all winter at Cape Rouge, and as far above as may be found practicable. His plans for breaking the ice have been approved by the harbor commissioners.

Ontario grain dealers allege that the railway is carrying American grain from Chicago and the West through Canadian territory to Portland, while refusing them prompt shipment to Portland to enable them to fill contracts for grain which, in many cases, will have to be cancelled, owing to the delay. It is further contended that the American grain is being hauled from points as far west as Chicago to Portland at lower rates than the railway charges on grain shipped from Stratford and other points in that locality to Portland. The Grand Trunk Railway authorities state that they are doing the best they can do for the Canadian farmers in view of shortage of cars, but in the matter of the transportation of grain they cannot afford to ignore the centers from which the largest and most continuous supplies are obtained.

Lord Strathcona some time ago received complaints from the purchasers of grain in Britain as to the character of the certificates on which the grain was forwarded from Canada. Some of the grain is said not to be of proper quality, and serious discredit is beginning to attach. The High Commissioner laid the matter before the Canadian authorities and it is now understood that the Minister of Inland Revenue has recommended the appointment of a commission to investigate the whole matter, so that a remedy may be forthcoming. The commission is composed of David Horn, Winnipeg, chairman; Mr. Parmalee, deputy minister of trade and commerce; Thomas A. Crane, Montreal, and Charles Wilson, Montreal, secretary. The commission it is expected will commence work right away.

CHICAGO.

Board of Trade memberships have recently sold at \$1,800; \$1,950 and \$2,000. H. D. Wetmore & Co. have obtained a judgment against the Dysart Grain Co., Dysart, Ia., for \$118 with interest.

W. R. Mumford Co. reports trade during the last two months the best ever experienced in the history of the firm.

I. O. Harsh, formerly with J. Hamilton, will represent W. R. Mumford Co., in Illinois, with headquarters at Chicago.

Ezra M. Parsons & Sons, of Carroll, Ia., have been allowed a claim for \$10,057 against Wiley S. McCrea, growing out of grain deals in 1899.

James W. Fitzsimmons, formerly with T. D. Randall & Co., will represent W. R. Mumford Co., in the Indian Territory with headquarters at Vinita.

The Macdonald Engineering Co. has received the contract to build a 1,250,000-bushel steel elevator for the Rialto Elevator Co., at South Chicago.

Mrs. Evangeline Claire O'Neill has been freed of her debts thru the bankruptcy court. She is the wife of H. J. O'Neill, the one time barley king.

The United States Court of Appeals has denied the application of James Clark and the minority stockholders for a receiver for the National Linseed Oil Co.

The amendment to the Board of Trade rules requiring only three black balls to reject an applicant for membership was passed by 227 majority, 512 votes being cast in its favor.

Albert E. Kent, who originated the present system of dealing in options on the Chicago Board of Trade, died of heart failure, Jan. 8, while visiting a relative at Genoa, Neb.

Frank D. Riordan has obtained still another order of court restraining a special committee of the Board from making any report on charges made by him against President Warren.

W. F. Johnson & Co. have made a change in partnership. F. J. Schuyler retires and the firm now is composed of Willis F. Johnson and George A. Wegener, continuing the business under the same name.

Grain traders attacked the wheat pit on the last day of the old year. The pelt-ing by bags of grain and flour drove the scalpers to a corner. Flushed with victory a raid was made on the other pits and the brokers routed. An officer who attempted to stop the fray was the target for dozens of bags.

The scores of the Board of Trade bowling teams place the Woods at the head with 19 won and 8 lost. The Weares won 14, lost 10; the Slaughters, 14 and 13; McReynolds, 12 and 12; Logans 11 and 16, and the Carringtons, 8 and 19. All of the teams made a good average, the Woods, 806 and the Carringtons, 769.

John Dickinson is being investigated by a committee of the Board on the charge of cutting commissions. Mr. Dickinson's refusal to present his books for inspection was due to the threats of his customers who declared they would never again patronize him if their names should become known to more persons than absolutely necessary.

E. W. Wagner, the well known grain commission merchant, was married at St. James Episcopal Church, Jan. 7, to Miss Anna Rubens, daughter of Harry Rubens. The ceremony took place in the evening and was witnessed by a large assemblage of guests. The wedding reception followed immediately afterward at Germania hall, where, at 8 o'clock, dinner was served for 200 friends. The orchestra played thruout the evening which closed with dancing. Mr. and Mrs. Wagner will make an extensive eastern trip.

Grain rates for 1901 are: Three-quarters of one cent per bushel for the first ten days or part thereof, and one-fiftieth of one cent per bushel for each additional day thereafter, so long as it remains in good condition. On grain damp or liable to early damage, as indicated by its inspection when received, two cents per bushel for the first ten days or part thereof and one-half of one cent per bushel for each additional five days or part thereof.

Harry Norton, for whom the postoffice inspectors have been searching, has surrendered himself. He is charged with complicity in Herbert F. Robinson's scheme to use the mails to defraud. Robinson sent out thousands of circulars purporting to come from the office of Bartlett, Frazier & Co., on their stationery, and signed J. C. Bartlett, soliciting money to be used in pool speculation in wheat. The mail seized by the inspectors contained many hundred dollars. Bartlett, Frazier & Co. have never had dealings with the man, and do not know him.

Judge Tuley's decision, of which so much was made, granting the petition of the Board of Trade to enjoin the Christie Street Commission Co. from receiving the quotations, has been reversed by Judge Sears of the Appellate Court, who holds that an equity court has jurisdiction to consider the case even though a crime is charged against the defendant, but that evidence of injury to some property right must appear to warrant the issuance of an injunction such as was granted to the Board of Trade. Pending the ruling on the appeal in the original Christie Street case, there is now no injunction restraining either the Board of Trade from withholding or the commission company from receiving the market quotations.

The annual election of the Board of Trade went off quietly. William S. Warren was re-elected president; William N. Eckhardt, first vice-president; Edward S. Adams, second vice-president; Directors, Thomas M. Hunter, Israel P. Rumsey, E. A. Beauvais, Chas. H. Requa, Wm. L. Gregson, Robert Bines, Chas. W. Buckley, Fred W. Smith, Thomas M. Baxter, Thos. C. Edwards, H. M. S. Montgomery, Wm. H. Chadwick, William Nash, John L. Fyffe, H. B. Slaughter; Committee of Arbitration, David H. Harris, Wm. G. Sickel, J. T. Geltmacher, W. L. Cobb, Robt. McDougal, Philip H. Schifflin, Samuel B. Cadow, H. B. Shaw, John Wade, Frank G. Badger; Committee of Appeals, Richard S. Lyons, Fred D. Austin, Alex. Rodgers, F. A. Crittenden, Jas. H. Rawleigh, C. L. Dougherty, John E. Earle, A. B. Lord, Robert Thin, John J. Lindman.

A. O. Slaughter recently played a joke on the state grain inspection department. The facts as given by Mr. Slaughter are: We were offered twenty-two cars of grain by a Chicago elevator company as No. 1 Northern. Our private inspector was not satisfied with the grain, and samples from each car were taken to Chief Supervising

Inspector Smilie. He rejected three cars as "below grade," but called the other nineteen No. 1 Northern. The elevator company took back three more cars as a concession, but still tendered sixteen cars. We accepted them and then took one car, secured an official sample of the grain, had the car markings removed and sent the car out on the Wabash road twenty miles, and brought it back, consigned to a commission house. The grain was graded No. 3 spring by a track inspector and Smilie approved the inspection. He wouldn't grade it No. 1 Northern because it was "bleached and damaged," which was the objection we had made when the grain was tendered to us.

ILLINOIS.

A farmers' elevator will be built at Sollitt, Ill.

G. White will build an elevator at Garden Prairie, Ill.

Steve Munson now owns a half interest in the elevator at Kemp, Ill.

Edwin Felts has removed from Chestnut, Ill., to Mount Pulaski, Ill.

J. D. Rothgeb, Wellington, Ill., is building an addition to his elevator.

Mullin Bros. are putting a new engine in their elevator at Seymour, Ill.

Amos Grundler is to succeed Mr. Gibbons in the grain business at Nevada, Ill.

Tarbox & Salmans have purchased the elevator at Pierson, Ill., of John Schroll.

W. B. Cummings is building a 30,000-bushel warehouse for grain at Ransom, Ill.

Healy's grain elevator at Waddams, Ill., is being equipped with a gasoline engine.

C. F. Skinner has sold his elevator at Emington, Ill., and is looking for a new location.

Simon Mathews has entered the employ of O. W. Bishop, grain dealer at Round Grove, Ill.

J. R. Carlisle has bot the interest of C. E. Dooley in the grain business at Downs, Ill.

J. D. McLane, Patterson, Ill., will probably lease the Barrow Elevator of J. E. House.

Amsler Bros., Long View, Ill.: Not much corn moving; farmers look for higher prices.

John Lowery's elevator at Fairland, Ill., burst recently, spilling a small quantity of grain.

Bailey Bros & Kearney, Ullrich, Ill.: We have lots of corn in the crib, but have a scarcity of cars.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

The J. W. Null & Shearer Co., of Cul-lom, Ill., has bot the elevator at Saybrook, Ill., of Coon Bros.

Mr. Reynolds of Wenona, Ill., has bot and taken possession of A. B. Dillavon's elevator at De Land, Ill.

John Crocker of Maroa, Ill., is mentioned for a place on the state railroad and warehouse commission.

R. E. Howe, of Mansfield, Ill., has purchased Christlieb's elevator, on which he has had a lease since March, 1899.

The Dakota Elevator Co., Dakota, Ill., has taken out the old engine and boiler in order to put in a gasoline engine.

The grain men of Grant Park, Ill., propose to offer 1 cent a pound for the heaviest load of oats drawn by one team.

Gregory & Hawk have purchased the grain elevator, lumber and tile business of Burkitt & McIntyre at Pittwood, Ill.

Walter Thode, grain dealer of Peoria, Ill., is engaged to be married to Miss Bessie Turner, daughter of Tracy Turner.

E. L. Beall has bot the interest of his partner in the grain and lumber business at Lovington, Ill., and will conduct it alone.

The Elgin Milling & Feed Co. has been incorporated at Elgin, Ill., with \$15,000 capital stock by Angus M. Stewart and others.

J. N. Shuler will personally conduct his grain elevator at Wedron, Ill., having sold his business at Ottawa to Alfred Russell.

The Pratt-Baxter Grain Co. has let the contract for a new elevator at Willey, Ill., to a Chicago firm. The plant will cost \$4,000.

Vasey & Vance, who operate the elevator at Empire, Ill., have contracted to handle grain at Zorn's elevator, Leroy, Ill., this year.

H. G. Porter & Co., have succeeded H. G. Porter, grain dealer at De Land, Ill. The additions to the firm are C. J. Porter and C. E. Kesler.

J. C. Holdridge, Gridley, Ill., will build an oats house of 90,000 bushels capacity adjoining his elevator. It will be equipped with a car loader.

W. B. Cummings of Ransom, Ill., informs us that Richardson & Co., Chicago, are building a 5,000-bushel elevator, making four for that town.

Montelius' elevator at Piper City, Ill., was set fire to on the night of Dec. 30. The flames were discovered and extinguished with small loss.

At Leroy, Ill., on Jan. 4, the Zorn Grain Co., received 152 loads of grain, among which were 8,500 bushels of corn and 500 bushels of oats.

Peoria grain men are said to be against the proposed repeal of the state warehouse law permitting public elevator proprietors to deal in grain.

Fire at Farmingdale, Ill., Dec. 20, destroyed the grain elevator owned by Ed. Beggs of Ashland, Ill. It contained 8,000 bushels of grain. Loss \$6,000.

H. E. Snyder, who was formerly in the grain business at Gardner, Ill., and who sold out to Austin & Thornton, has bot a flour mill at Leavenworth, Kan.

The grain dealer at Paxton, Ill., recently offered a prize of \$5 to the farmer bringing in the largest load of corn. The winner had 4,810 pounds on his wagon.

George B. Powell, for several years grain sampler on the Peoria Board of Trade, is a candidate for membership on the railroad and warehouse commission.

A. W. Augspurger, the well-known grain dealer of Farmer City, Ill., has accepted a position in the main office of the Cleveland Grain Co., at Cleveland, O.

Huntington James has bot the grain business and residence of Bartley Gulshen at Hersher, Ill., and will add grain to his banking business. The consideration was \$7,500.

P. J. Thistlewood's grain warehouse at Cairo, Ill., was burned Jan. 1 with a quantity of grain and hay valued at \$3,000. Loss, \$5,000; insurance, \$2,500 on stock, and \$1,500 on building.

B. F. Baker has purchased of E. W. Clark his elevator at Glenavon, Ill. This gives him control of the grain business at this point and also storage capacity for about 60,000 bushels of grain.

H. J. Hasenwinkle is no longer connected with the Hasenwinkle Grain Co., Hudson, Ill. He has purchased the elevator at Holder, Ill., of H. M. Murray,

and is conducting the grain business at that place.

George A. Bock, grain dealer at Elkhart, Ill., was prostrated Dec. 19 with supposed apoplexy, while in his office. Two days later he recovered sufficiently to be taken to his home at Lincoln.

Bartley Gulshen has purchased a grain elevator at Odell, Ill., to which place he will remove from Herscher, Ill., with his family next spring. Mr. Gulshen is chairman of the democratic county central committee.

J. G. Hermann, grain dealer at Ashmore, Ill., was robbed of \$215 recently. While the bookkeeper, C. C. Woodrum, was absent from the office at noon, thieves entered and took the cash box from the safe.

Peoria as a corn market is helped considerably by the glucose factories and distilleries. Their daily consumption of 80,000 bushels releases many cars which are greatly needed during the prevailing shortage of rolling stock.

The Excelsior Grain & Hay Co., composed of the Rynders Brothers, is doing a scoop shovel business at a number of stations near Waverly, Ill. Formerly they were members of the Illinois Grain Dealers Association, but have recently taking to scooping.

The Elkhart Grain & Lumber Co. has been incorporated at Chicago to conduct a grain and lumber business at Elkhart, Ill., as successor to George A. Bock. Capital stock, \$20,000; incorporators, George A. Bock, Israel P. Rumsey and Henry A. Rumsey, of Chicago.

The engine in the Burlington Elevator at Peoria, Ill., ran away Dec. 24. While the engineer, Alexander Frazer, was attempting to shut off the steam, the engine went to smash. Pieces were distributed over the premises, some of them striking the engineer, who was removed to his home badly hurt.

W. A. Rosenberger of Papineau, Ill., writes: Nearly 60 per cent of the grain in Iroquois County has left the farmer's hands all owing to the good prices. All of the elevators and cribs are full along the line, and yet no show for cars. If cars were plentiful it would not be long until the farmers would finish delivering their grain.

The Shellabarger Milling Co., of Decatur, Ill., will enlarge its extensive plant by erecting a new corn mill of 5,000 bushels daily capacity. A complete line of high-grade grits and meal will be manufactured. The excellent quality of the product has earned for this company a high reputation and necessitated an increase in the output.

W. A. Rosenberger and Herbert Ortman, who leased Adam Wamba's elevator at Martinton, Ill., recently have ceased to do business there, owing to the gasoline engine being out of order and the refusal of Mr. Wamba to place it in running order. Mr. Rosenberger still has his grain business at Papineau, and it keeps him hustling. Mr. Rosenberger has made several changes in his elevator, and has put in a new Lewis Gas and Vapor Engine. He intends to enlarge his elevator in the spring to 50,000 bushels capacity.

R. C. Grier, secretary of the Peoria Board of Trade, reports the receipts at Peoria during December as consisting of 75,500 bushels wheat, 2,585,000 bushels corn, 962,900 bushels oats, 16,400 bushels rye, 318,000 bushels barley, 3,700 tons millfeed, and 4,000 tons hay; compared with 22,100 bushels wheat, 1,278,000 bus-

hels corn, 375,200 bushels oats, 21,000 bushels rye, 198,000 bushels barley, 240 tons millfeed, and 4,540 tons hay, for the corresponding month of 1899. The shipments for December were 30,100 bushels wheat, 532,000 bushels corn, 614,000 bushels oats, 2,000 bushels rye, 249,000 bushels barley, 8,560 tons millfeed, and 43,715 tons hay; compared with 3,900 bushels wheat, 188,400 bushels corn, 440,400 bushels oats, 3,600 bushels rye, 139,000 bushels barley, 5,835 tons millfeed, and 190 tons hay, during December, 1899.

INDIANA.

Mr. Fishbaugh has removed from Markle to Bippus, Ind., to run his new elevator.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

Mercer & Mouch are installing sheller, dump and cleaner in the elevator at Mt. Summit, Ind., and later will put in a feed mill.

I. F. Beeson, Losantville, Ind., will build an elevator of 20,000 bushels capacity at that place on the new C. R. & M. Railroad.

One of the bins in the elevator at Perrysville, Ind., sprung a leak recently, letting 2,000 bushels of corn run into the pit below.

J. M. Brafford, who has sold his elevators at Frankfort and Cyclone, Ind., will engage in the wholesale grain business elsewhere.

O. J. Fatzinger of Frankfort and Mr. Bogan of Lafayette, Ind., have bot the elevators of J. M. Brafford at Frankfort and Cyclone, Ind.

Maurice Lee, an experienced grain man of Crawfordsville, has bot and will operate the elevator of O. J. Fatzinger, at Kempton, Ind.

Anderson's elevator operated by McCray & DeBolt, at Wolcott, Ind., collapsed Christmas day, allowing 40,000 bushels of grain to flow out over the tracks and adjoining fields.

S. O. Miller of Mulberry, Ind., informs us that Joseph and Isaac Henry, of Wingate, Ind., have bot the elevator at that place of R. M. Sims, of Frankfort, and will conduct the grain business.

The new addition to Winn's elevator at Lucerne, Ind., burst recently, on account of overloading. As all the buildings were full of corn on account of the car shortage, repairs were delayed for lack of room.

The breaking of a scaffold on the grain elevator which the Samuel Born Company is erecting at Ash Grove, Ind., Dec. 28, precipitated two men a distance of 35 feet to the ground. Fortunately they were not hurt and resumed work in the afternoon.

IOWA.

Fred Hecht will rent his elevator at Clarence, Ia.

J. F. Feazell has sold his grain business at Brooks, Ia.

Frank Carson has bot the elevator at Gladstone, Ia.

J. W. Schutz is not in the grain business at Alta, Ia.

The Western Elevator Co. is building an elevator at Ulmer, Ia.

John A. Johnson has removed from Harlan to Brayton, Ia.

The Western Grain Co. is building more cribs at Sherwood, Ia.

Wray Bros. have leased the elevator at Corning, Ia., of J. F. Feazell.

McDermott Bros. have succeeded J. W. Sexton at Bridgewater, Ia.

Farmers at Kelley, Ia., are forming a company to build an elevator.

Brown & Son have succeeded E. R. Schlosser, grain dealer at Colfax, Ia.

Bedford, Ia., has too many dealers for the volume of business at the station.

Charles C. Counsell, dealer in grain and stock at Dyersville, Ia., died Dec. 22.

C. S. Harrington is not a grain dealer at DeWitt, Ia., on the Milwaukee & St. Paul.

James Smith has succeeded Smith & Reidy at Winthrop, Ia., on the Illinois Central.

William Wilke is doing a scoop shovel business at Blairsburg, Ia., on the Illinois Central.

Charles Counselman & Co. have finished the rebuilding of their elevator at Dana, Ia.

E. A. Brown & Co. have succeeded Parker & Finekielt in the grain business at Alta, Ia.

Lamp & Crowe have succeeded Lamp & Valentine at Mapleton, Ia., on the C. & N.-W. Ry.

Henry Kessler does not do a grain business at Van Horn, Ia., on the Milwaukee road.

G. M. Gwynn, Essex, Ia., has completed his new elevator, which is equipped with six dumps.

Frank Miller is attempting to do a scoop shovel business on the Great Western at Bondurant, Ia.

Sherman & Forsyth have succeeded W. J. Nicholson, grain dealer at Sully, Ia., on the Iowa Central.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

Wilson & White are trying to do a scoop shovel business on the Illinois Central at George, Ia.

J. B. Graham is conducting a scoop shovel business on the Northwestern Railway at Carroll, Ia.

Burgess Carr has bot and taken possession of the elevator at Swaledale, Ia., of Nelson Bros. & Rich.

J. S. Edgar is running the elevator at Rock Falls, Ia., for the Cedar Falls men who bot it of Mr. Felton.

E. C. Cowles, who formerly operated an elevator at Storm Lake, Ia., has removed to Marionville, Mo.

The foundation has been laid for the new elevator at Gilman, Ia., to replace L. G. Beale's burned plant.

The Nye & Schneider Co. has succeeded J. W. Clark, grain dealer at DeWitt, Ia., on the Northwestern.

Fred Faulkner of Cedar Rapids informs us that A. Freund & Co., of Lowden, Ia., will shortly build an elevator.

The two elevators at Rembrandt, Ia., (Orsland, P. O.) have taken in from Oct. 1 to Jan. 1, 95,000 bushels of grain.

At Manilla, Ia., on the Milwaukee & St. Paul, a scoop shovel business is being conducted by E. A. Packard & Co.

S. W. Pauley who was manager for Wallace & Alberts at Vinton, Ia. is now manager for Burke Bros. at that place.

The Tri-State Elevator Co. has succeeded the Sidnam Grain Co. at stations on the Chicago Great Western Railway.

E. L. Ericson & Co. have succeeded the Ericson & Larson Co., dealers in grain, lumber and coal at Story City, Ia.

Because the grain men who are starting a new bank at Dysart, Ia., would not buy out the old bank, the latter is promoting a rival co-operative grain company.

The Transmississippi Grain Co., of Omaha, Neb., has just completed a new elevator of 15,000 bushels capacity at Mondamin, Ia.

Karl A. Harper, grain dealer of Lisbon, Ia., has removed to Van Horne, Ia., to take charge of an elevator which he has purchased.

E. D. Michael of Bigelow, Minn., has purchased the elevator at Storm Lake, Ia., on the Illinois Central Railway, of A. Wedgewood.

Eber W. Phares of Tipton has been given the old elevator of Jay & Dolman at Kokomo, Ia., on condition that he place it in operation.

Mr. McLeland, of Marshalltown, has purchased for \$4,000 the elevator at Beaman, Ia., of Burt B. Thomas, and will take possession March 12.

The McFarlin Grain Co., Des Moines, Ia., is having plans made for a number of country elevators to be erected along the line of the Milwaukee road.

Charles H. Crawford, grain dealer at Hedrick, Ia., died Jan. 4, of typhoid fever, of six weeks' duration. Until six months ago he was hotel keeper at Ottumwa.

L. H. Noyes is trying to do a scoop shovel business at Mondamin, Ia. The regular shippers are J. H. Hamilton & Co., and the Transmississippi Grain Co.

Frank G. Sherman has bot the interest of Thomas C. Forsyth in the grain and coal business at Sully, Ia. The latter will give his attention to real estate and insurance.

George E. Haney has bot of Herbert H. Lohnes what is known as the Clark elevator at Manson, Ia., and will take possession March 1, until which time it will be operated by the present lessees, James Harper & Co.

W. W. Ellis of W. W. Ellis & Co., Villisca, Ia., has been sick since last June, since which time the management of the grain business has been in the hands of his partner, D. Whitmyer. Mr. Ellis will visit some health resort soon.

The Oskaloosa meeting of the Grain Dealers Association of Southeastern Iowa, was attended by about 40 regular dealers. Several fights were settled and the territory started the new year peacefully. The railroads were well represented.

The following parties have no facilities for handling grain and are not continuous buyers; H. E. Cadwell, Waukeo, C. Griffin, Collins & Riall, McMahon, and Donohue & Hood, Clare, Ia.; J. Foley, Hornick; and W. H. Hopkins and Stevens Bros., Thrall, Ia.

Colonel A. S. Chadbourne, banker and grain dealer at Vinton, Ia., died Dec. 28. He was borne in Maine, immigrated to Illinois and served in the civil war, after which he engaged in the grain business at Vinton. He was president of the Peoples Savings Bank.

D. C. Templeton, Bedford, Ia.: The corn crop of Taylor County was above the average in quantity; but the quality is poor by a large per cent, and it will not grade better than No. 4. Feeders are buying all of it at 28 to 30 cents a bushel, a price above shipping demand.

The scalpers at Shellsburg, Ia., have laid low for two weeks. Perhaps the Chicago firm which was so anxious for that business has stopped the supplies. It is bad in principle for a commission firm to encourage scalpers even if the 'head of the commission firm was raised in that section.'

Track buyers and commission merchants may look for trouble in handling

grain from the following stations where the dealers have been doing business practically without margin for some time: Newburg, Odebolt, Cleghorn, Emmetsburg, Gowrie, Sheldon, Eagle Grove and Cherokee, Ia.

The fight at Garrison, Ia., goes merrily on. Harwood says it's Thompson; and Thompson says it's Harwood. The farmers are so sick of seeing these two men overbid one another that they are trying to organize a stock company to build a farmers' elevator, and the second state of that town will be worse than the first.

Farmers' elevator companies are agitating the grain markets and doing business without margins at Whittemore, Cylinder and Rudd, Ia., on the Chicago, Milwaukee & St. Paul, at Woden, Rockford, Freeman and Kensett on the B., C. R. & N., at Cameron and Rockwell on the Iowa Central, and at Burt, Ia., on the Chicago & Northwestern Railway.

Scoop shovel men are attempting to handle grain without facilities at the following stations: At Audubon, W. Burnside and Stuart Lumber Co.; Buck Grove, Mr. Owen, blacksmith; Hazelton, Messinger & Co. and G. M. Miller & Son; Hornick, E. J. Miller, J. Foley and J. Wasson; Masonville, P. H. Ryan; New Hartford, E. J. Courtright; Salix, Fred Pepin, and N. DeVin; Winslow, E. J. Courtright; Winthrop, John Reidy. None of these is recognized as a regular dealer by the Iowa Grain Dealers' Association.

KANSAS.

Cole Bros., Harper, Kan., will build a 30,000-bushel elevator.

L. J. Armfield, Taylor, Tex., is in the market for shelled corn.

Mr. Sarbach of Hebron, Neb., has bot the elevator at Horton, Kan., of Henney & Ayers.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

The flax fibre mill at Fort Scott, Kan., has been placed in full operation after four years' idleness.

Mr. Ayers, of Henney & Ayers, grain dealers, Horton, Kan., is figuring on building a new elevator.

C. E. Sheldon has removed from Naroka to Powhattan, Kan., having sold his elevator at one place and bot another.

An office has been built at Sylvia, Kan., by the Kansas Grain Co., which will probably erect an elevator next summer.

S. Cohen, grain dealer of Mayence, Germany, is endeavoring to form a connection for the importation of Kansas wheat.

At Neutral, Kan., Lewis Prell is taking down and will rebuild the old elevator on the Fort Scott & Memphis tracks at Columbus, Kan.

The Stafford Mill & Elevator Co., Stafford, Kan., has let the contract for a 50,000-bushel elevator to the Steel Storage & Construction Co.

The hay dealers and shippers of Kansas held a meeting at Emporia recently to organize a state hay dealers association. A move in the right direction.

Bert Benedict, while operating a power grain shovel in a car at the elevator of C. E. Benedict, Parsons, Kan., stepped into a coil of the rope as it was being tightened, and was suspended 7 feet in the air, head down. A small bone in the ankle was broken.

F. M. Johnson has bot the plant of the Wilds Elevator Co. at Belleville, Kan.,

and will conduct the grain business with the help of his son, Ed. Wilds Bros. will remove to Kansas City, Mo., where Charles Wilds has obtained a lucrative position with a grain firm.

B. Warkentin, in charge of the importation of seed wheat for the grain dealers and millers of Kansas, will endeavor to have the treasury department or Congress remit the duty, thereby saving \$5,000. As the duty is levied for the protection of the farmers there can be no objection to remitting it in this case.

MICHIGAN.

Riverdale, Mich., is to have a grain elevator costing \$4,000.

The Babcock Grain Co., Reed City, Mich., lost 300 tons of hay recently by fire. Insured.

Michigan grain shippers will find more profit in the business when they organize and stop fighting.

John Bennett has purchased the elevator of C. C. Hitchcock at Flat Rock, Mich., and will conduct the business.

Detroit grain commission merchants are suffering more than others from the deprivation of Chicago continuous quotations. The local bucket shops are running full blast with the quotations, while the members of the Board are doing nothing.

Henry McMorran, whose elevator at Port Huron, Mich., was burned a few months ago, is having some trouble with the collection of the insurance. Some of the old line companies have not paid, and are taking advantage of the 90 day clause. The mutual companies paid promptly.

Boston is shrouded in gloom since beans reached the unheard of price of \$2.37 1-2 to \$2.50 a bushel. Restaurant men at the Hub have raised their price of the 10 cent dish to 15 cents, and it is smaller at that. Deprived of its favorite mental pabulum Boston society feels that life without baked beans will not be worth living.

MINNESOTA.

The December flax deal in the Duluth market ended with a rise to \$1.80 1-2.

The total capacity of the elevators at Duluth and Superior is 33,385,000 bushels.

The International Stock Food Co., Minneapolis, Minn., suffered \$20,000 loss by fire Dec. 23.

E. S. Woodworth & Co., of Minneapolis, remembered their many friends with a handsome calendar.

John Waldroff, agent for the Monarch Elevator Co., at Fertile, Minn., has engaged in other business.

George H. Barwise, Jr., formerly connected with the Union Elevator Co., as secretary, has engaged in the grain brokerage business at Minneapolis, Minn.

A. D. Thompson, grain dealer of Duluth, Minn., will engage in the sale and manufacture of rubber and leather goods, as one of the new firm of Thomson & Glaskin.

Wheat receipts at Minneapolis during 1900 were 82,534,000 bushels; compared with 87,961,000 bushels in 1899 and 77,159,000 bushels in 1898, and some say the Northwestern crop was short.

Adam Fink, a laborer, while holding a light at the top of a deep empty bin in the elevator of E. S. Woodworth & Co., Minneapolis, Minn., lost his balance, and fell head foremost to the bottom dying instantly.

The early adjournment of the Minneapolis Chamber of Commerce, Dec. 31, made trouble for traders in calls. Wheat suddenly advanced after noon, and the question arose: were calls good until the regular close or only until the adjournment.

The Minneapolis Times of Jan. 1 gives a brief sketch of the early history of the grain trade of that city. The first elevator was erected in 1867 by the Union Elevator Co., and had 130,000 bushels capacity. The total elevator capacity is now 29,305,000 bushels.

Grain receipts at Duluth and Superior for 1900 were smaller than for any year since 1894. The receipts included 31,815,000 bushels wheat; 4,195,000 bushels corn; 1,403,000 bushels oats; 621,000 bushels rye; 2,696,000 bushels barley; and 6,123,000 bushels flaxseed, a considerable decrease in each item compared with the preceding year. The total was 46,853,000 bushels, compared with 78,303,000 in 1889 and 85,941,000 in 1898.

MISSOURI.

Grain trade news items are always welcome.

The McEwen Grain Co. has been established at Kansas City, Mo.

The Paxton Commission Co. has engaged in the grain business at Kansas City, Mo.

The Harroun Elevator Co., of St. Joseph, Mo., will increase its capital stock from \$50,000 to \$100,000.

A wagon load of wheat was stolen from the warehouse of the Missouri & Kansas Grain Co., Waco, Mo., on the night of Dec. 21.

W. J. Marshall, formerly with W. R. Mumford Co., will represent another Chicago firm on the St. Louis Exchange, Irwin, Green & Co.

The North Market Feed Co. has been incorporated at St. Louis, Mo., with \$5,000 capital stock. Incorporators, William and Annie Haffner.

Sieners & Chisholm have succeeded J. W. Booth & Sons Commission Co., St. Louis, Mo. The original members of the firm, which was formed in 1848, are dead.

The grain elevator at Audrain, Mo., partly occupied by A. Moudy & Co., grain dealers, and owned by J. F. Imbs of St. Louis, was burned Dec. 23. Loss, \$3,000. The fire was of incendiary origin.

A chunk of railroad iron worked thru the sheller in the elevator of the Brinson-Judd Grain Co., Seneca, Mo., recently, breaking an elevator belt and stripping it of 8 or 9 cups. Some shellers object most vigorously to handling iron, while others pass it on to the boot.

T. R. Gilliland of Gilliland & Chase, grain dealers at Farber, Mo., writes that he has quit the business after being in it for 28 years. The firm's elevator was sold to M. B. Scanlan of St. Louis, who demolished the building and shipped the valuable parts to East St. Louis.

Wheat receipts at Kansas City during 1900 broke all records with 34,625,000 bushels, against 31,161,000 in 1892, the best previous year. Corn receipts, on the other hand, were smaller than for 10 years, at 8,272,000 bushels. The receipts of oats were 3,327,000 bushels, of rye 169,000 bushels, of barley, 16,000 bushels, and of flaxseed 276,000 bushels.

The St. Louis Merchants Exchange elected new officers Jan. 2. The president is William T. Haarstick; first vice-

president, George J. Tankey; second vice-president, T. R. Ballard; directors, O. L. Whitelaw, Henry Woolbrinck, James S. McGehee, Christopher Hilke, S. A. Whitehead and P. M. Kiely. Committee of appeals—E. A. Faust, E. L. Waggoner, A. C. Petri, H. B. Grubbs, Hugh Ferguson, F. P. Meyer, H. W. Beck, Emil Summa, Gilbert Sears, R. L. Forrester, T. J. Barry, T. H. Francis. Committee of arbitration—George F. Powell, G. D. Bradley, T. J. Sullivan, Frank Griesedieck, Matt Woelfle, W. E. Orthwein, C. E. Prunty, W. J. Templeman, I. P. Lusk, A. P. Richardson.

NEBRASKA.

The Anchor Grain Co., of Nebraska, has purchased the entire line of elevators of Sidnam Bros., for \$75,000.

A steam power plant and a corn sheller are being installed in the plant of the Duff Grain Co., at Gretna, Neb.

F. H. Callen has removed from Crete to Marquette, Neb., where he is agent for W. H. Ferguson, grain dealer.

John Ridgway, agent Duff Grain Co., Syracuse, Neb.: I find the Journal very good reading and would not like to miss any number.

Jones Grain Co., Nebraska City, Neb.: Please discontinue our advertisement in the Journal. We believe we have found what we want.

The Duff Grain Co., of Nebraska City, is just completing a new 20,000-bushel elevator at Greenwood, Neb., equipped with steam power.

* John Ridgway informs us that A. F. Brown of Lincoln, has succeeded Frank Todd in the management of the Duff Grain Co.'s business at Unadilla, Neb.

H. F. Anthony of Eustis, Neb., informs us that the O. Rodgers & Co., Grain Co. has been merged into the Milmine-Bodman Co., of Chicago, with western headquarters at Holdrege, Neb.

The Nebraska Elevator Co., of Nebraska City, has bot the elevator of A. W. Schenberger on the U. P. at Blue Springs, Neb. Mr. Schenberger is looking for another location where competition is less severe.

Fire at Western, Neb., Dec. 16, destroyed the elevator of Rundeberg & McCan, with 2,000 bushels of wheat and 3,000 bushels of corn. Loss, \$8,000; insurance, \$4,000 on building and \$1,000 on grain. The firm will rebuild.

The Duff Grain Co. has let the contract to the Wm. Graver Tank Works of Chicago, for the erection of four steel tanks adjoining its elevator at Nebraska City, Neb. The storage capacity of the tanks will be 220,000 bushels and they will be connected with elevator by a conveyor galley above and a conveyor tunnel below.

John Hyde, statistician of the Department of Agriculture, in his report issued Dec. 27, says: "The extraordinarily rapid rate at which the winter wheat acreage of Nebraska is gaining upon the spring wheat acreage of that state has necessitated a special investigation of the relative extent to which the two varieties were grown during the past year. The result of the investigation is that while no change is called for in the total wheat figures of the state 590,575 acres have been added to the winter wheat column at the expense of the spring variety."

Carl Morton died at his home in Waukegan, Ill., Jan. 7, after a week's illness of pneumonia. He caught a severe

cold and made his last visit to his desk in the Chicago office on the last day of the year. The cold developed into a light attack of pneumonia, but did not appear serious until the day before his death. He was a son of J. Sterling Morton, Secretary of Agriculture under President Cleveland, brother of Paul Morton, vice president of the Santa Fe Railroad, and of Joy Morton, the salt manufacturer. Until a year ago he was connected with the Argo Mfg. Co. as manager of the extensive starch works at Nebraska City, Neb., since then he has been giving his time to the United States Sugar Refining Co., of which he was president, in the manufacture of glucose sugar at Waukegan. He was born in Nebraska in 1865. From 1884 to 1888 he was engaged in business at Chicago with his brother, Joy. In 1889 he was married to Miss Payne of Nebraska City, who, with two young children, survive him. The body was taken to Nebraska City for burial.

OUR OMAHA LETTER.

An elevator has been built at Red Willow, Neb.

Callen & Co. have built a grain elevator at Quarry No. 2.

The next Nebraska legislature will contain six grain men.

Mr. Bouton is building a grain elevator at Tecumseh, Neb.

C. J. Miles has bot out the grain business of E. McCann at Bruning, Neb.

A. H. Bewsher has about completed his annual list of grain dealers and will deliver them soon.

Thomas Cochrane has constructed a new grain elevator at Williams' Switch, on the B. & M. Railroad.

The Duff Grain Co., of Nebraska City, is building a new house at La Platte, Neb., on the B. & M. Railroad.

Secretaries Bewsher of the Nebraska Association, and Wells of the Iowa Association, are working on a joint meeting to be held at Sioux City, Ia., for the purpose of bringing together the dealers of Northwest Iowa, Northeast Nebraska, Southwest Minnesota and Southeast Dakota.

President Hunter and Secretary Stibbens of the Southwestern Iowa Grain Dealers Association, and Secretary Smiley of the Kansas Association, met with Secretary Bewsher of the Nebraska Association, in the latter's office in the Board of Trade building, Omaha, for the purpose of exchanging experiences and discussing methods and means whereby they could most benefit their associations. Secretary Wells was unable to attend. Another meeting will be held at Kansas City, Jan. 25, at which the secretaries of the Indian Territory, Oklahoma and Southeastern Iowa Association are expected. These meetings are to discuss matters such as affect western dealers. Mr. Bewsher, of the Nebraska Association is looking after the correspondence in connection with these meetings. The first meeting brot out information in regard to the receivers who were doing right and otherwise, and the various ways of handling them. It is likely meetings will be held at stated intervals at different points.

M. N. B.

NEW ENGLAND.

Send us notices of new firms and business changes.

Stephen McNichol is engaging in the grain and hay business at Swampscott, Mass.

Cyrus Jones, dealer in grain and feed at Lynn, Mass., recently suffered \$2,000 loss by fire.

Daniel McCarthy, Turner's Falls, Mass., has added grain and hay to his coal business.

M. N. Horr has the contract to erect H. H. Capen's new grain elevator at Spencer, Mass.

George Pierce and Charles E. Graves will engage in the grain and hay business at North Brookfield, Mass.

Irving, Powers & Co. have succeeded Powers, Easterbrook & Co., grain dealers and millers at Boston, Mass.

A glut of grain has delayed the arrival of package freight at Portland, Me., and the line steamers have been sailing with part cargoes.

James A. Connor, dealer in grain and hay at Malden, Mass., has purchased the business, warehouse and sheds of J. S. Perkins & Co.

Fire at Charlestown, Mass., Jan. 5, destroyed two hay sheds in the Boston & Maine yards, together with 40 cars mostly filled with hay. Loss, \$113,000; insured. This is the fourth fire to occur in the hay district within a year.

The Charles M. Cox Co. has been incorporated to succeed Charles M. Cox & Co., in the grain and flour business at Portland, Me. Capital stock, \$60,000; incorporators, Charles M. Cox, Melrose, Mass., Charles C. Blaney, Newton, Mass.

Edward P. Merrill, grain broker, Portland, Me, writes: The new elevator recently built here, is to be doubled in size to meet the demands of the foreign steamers. The weather is very mild for the season. Corn is moving steadily; oats slowly. The trade is waiting for a break in oats. Little sale for mill feed; the trade will not pay the price asked for shipment. A good fall of snow and cold weather would make our trade active.

W. N. Potter & Sons, of Greenfield, Mass., have purchased the grain business and elevator property at Northampton of M. L. & M. W. Graves for about \$15,000. The plant is well located on the Boston & Maine Railroad and has enabled the Graves Bros. to do a large business. Henceforth the business will be conducted under the name of W. N. Potter's Sons & Co., with Horatio O. Rockwood as local manager. This important acquisition increases the firm's line of elevators to seven, the others being at Greenfield, North Adams, Athol, Orange, Charlemon and Hoosac Tunnel, with headquarters at Greenfield.

NEW JERSEY.

Smith & Bro. have purchased the grain storehouse of A. J. Morris at Pemberton, N. J.

The Atlas Cereal Co., Camden, N. J., will increase its output by the erection of a large starch factory.

Schuyler Hazard, assistant engineer of the New York Central Railroad, visited Buffalo, Chicago, Duluth and Minneapolis recently to inform himself with a view to incorporating the best ideas in the plans for the new elevator to be built by that company at Weehawken, N. J.

NEW YORK.

The new shredded wheat factory to be erected at Niagara Falls, N. Y., will consume 7,000 bushels daily.

R. A. Mather, proprietor of the elevator at Rushville, N. Y., has bot the pro-

duce and seed business of T. C. Parkhurst, Canandaigua.

Rogerson & Upton have taken possession of Hutchinson's feed mill at Pavilion, N. Y., and will equip the upper story as a bean warehouse, and perhaps put in new machinery.

Daniel A. Lindley has filed a petition in bankruptcy at New York to be relieved of debts aggregating \$3,101,000, incurred thru the failure of Field, Lindley, Wiechers & Co., nine years ago, in the grain and stock commission business.

Thomas Osborne, for 28 years a member of the New York Produce Exchange, died Dec. 27, in London, Eng., while abroad for his health. For over 20 years he was senior partner in the grain firm of Osborne & Kiorboe. He was 60 years of age.

A jury has awarded \$3,500 damages to Patrick J. McMahon, president of the Buffalo Grain Shovelers Union, against Daniel J. Keefe, president of the Longshoremens's Association, who has slandered him alleging that he would prove traitor to the shovelers for a consideration.

Union teamsters to the number of 29 quit work recently on the Dakota Elevator at Buffalo, N. Y., because men employed to drive the piles for the foundation were non-union. Next day when the objectionable pile drivers began work 100 grain shovelers, who were cleaning the bins, also quit work.

The annual report of the Interstate Commerce Commission says with regard to the Buffalo and New York railroad pool: The effect of this arrangement has to create a tonnage pool of the grain moving by rail between Buffalo and New York. Whether the traffic distributed by this pool falls within the jurisdiction of the act to regulate commerce, and whether, therefore, the pool itself is prohibited by the fifth section of the act, is a matter about which, in advance of further investigation and consideration, no opinion is expressed. The carriers insist that this is not interstate traffic within the act. However that may be, the operation of this pool is instructive and apparently bears out what the commission has predicted in previous reports. First, all discrimination and favoritism between shippers is done away with. Second, all competition in respect to the rate is removed. Still, after everything has been said, the fact remains that the existence of this pool probably makes it possible to maintain between Buffalo and New York a rate from one to two cents per bushel higher than has in recent years annually been paid. If other combinations could be made to eliminate competition in other directions, much greater advances would be possible.

NORTHWEST.

A grain elevator is talked of by farmers at Manfred, N. D.

Readers will confer a favor by reporting new firms, new elevators and business changes.

Folson & Anderson, Hoople, N. D., are said to have sold their elevator to a Duluth company.

A grain elevator and mill will be erected at Platte, S. D., for the Charles Mix County Milling Co., by W. H. Cleveland.

Mr. Cole, in charge of the St. Anthony & Dakota Elevator Co.'s house at Petersburg, N. D., has been transferred to a point in Minnesota.

A fire in the elevator at Big Stone, S. D., recently caused small loss. A can of oil set near the stove in the office to warm leaked, and the escaping oil caught fire.

OHIO.

Dunlap Bros. has had completed their elevator at Alger, O.

Paul G. Wood has removed from Lilly Chapel to Norwood, O.

A. L. Alkire's new elevator at Woodlyn, O., is in operation.

J. S. Calkins, Jewell, O., has new elevator about ready to start.

Fremont Puffenberger will have charge of the new elevator at Kinderhook, O.

Timothy Jewett has bot the grain business of George Douglas at Portsmouth, O.

Work is progressing on the new elevator of Wright & Molland, at Bellevue, O.

Chamberlain Bros., of East Liberty, have bot the elevator at North Lewisburg, O.

Readers will confer a favor by sending notice of new elevators new firms and business changes.

S. W. Kistler of Carrol, O., will improve his elevator by putting in machinery and a feed mill.

Wesley Hardman has completed his new elevator at Cable, O., built to replace the one burned.

J. W. McMillen, grain dealer, lost \$130 by the robbery of a storekeeper in whose safe the money was deposited, at Cavett, O.

William Irvine, of Irvine & Arthur, grain dealers of Fredericktown, O., on Dec. 18 was found dead of apoplexy. He was 67 years of age.

S. W. Kistler, Carrol, O.: Wheat looking moderately well, with some reports of fly. Good corn crop to move yet; farmers holding for higher prices.

Risser & Good, Jenera, O., are equipping their elevator with all new machinery and three stands of new elevators supplied by the Weller Mfg. Co.

The official weight of a bushel of ear corn after Jan. 1 was changed from 70 to 68 pounds recently by the directors of the Cincinnati Chamber of Commerce.

The Farmers Co-operative Milling Co., has been incorporated at Manchester, O., to deal in grain. Capital stock, \$11,000; incorporators, J. W. Guthrie and others.

The safe in LeBlond's elevator at Celina, O., was blown open by burglars recently. They secured nothing but three old fashioned cents that had been in the safe for 25 years.

Albert Dill, Mason, O.: The growing wheat looks thrifty, but very small for Christmas time. We had about the average corn crop this year. Light hay crop and no oats to speak of.

The Royce & Coon Grain Co. has been incorporated at Bowling Green, O., with \$75,000 capital stock, by A. E. Royce, J. J. Coon, F. E. Whitaker, J. B. Ballou and R. S. Sweet.

The Toledo Produce Exchange gave an end of the century entertainment, Dec. 31. Music and vaudeville performers gave life to the celebration, and lunch and cigars cheered the inner man.

T. W. Burnham, president of the Star Elevator Co., Toledo, O., sent the local fire department a check for \$50 recently in recognition of its valuable services in saving his home from burning Christmas night.

The Wayne Grain & Milling Co., Belmore, O., recently suffered \$150 loss by fire in its plant. The watchman who discovered the fire attacked it with a line of hose and in 20 minutes put it out.

The Cincinnati Chamber of Commerce has appointed the following delegates to the annual meeting of the National Board of Trade at Washington. Charles B. Murray, J. F. Ellison, J. T. McHugh, Albert McCullough, F. W. Foulds, J. Walter Freiberg, C. A. Hinsch.

The minstrels of the Cincinnati Chamber of Commerce entertained the members on the last day of the year with song and dance. E. K. Bennett officiated as musical director, Eugene L. Lewis was the interlocutor, Ed. Murphy, Al Herrlinger and Harry Root, bones, and Edward Mueller, Jr., C. L. Horton and Billy McQuillan, tamboes. The chorus was composed of John Collins, Jr., Samuel Ash, Frank C. Grote, J. C. Groene, John Hoffman, C. L. Horton, Al Herrlinger, Chas. Knaul, Ed. Murphey, Edward Mueller, Jr., Geo. Oehler, Al H. Pape, Luther Parker, C. W. Tomlinson, G. L. Vattier, "Gus." Wisser, and Fred Guckenberger. On the program were: "I've Scratched You off My List," Ed. Murphey; "When the Harvest Days are Over," Geo. Oehler; "I Don't Like Goo Goo Eyes," Edward Mueller, Jr.; "Asleep in the Deep," Al H. Pape; "Just a Little Chestnut," C. L. Horton; "Believe," G. L. Vattier; "If I only had a Dollar of My Own," Al Herrlinger. Other specialties were presented by the Kidnacker Troupe, champion cake walkers; Clara Saile and William Reinhardt, duettists; Nutty Underwood, stop time dancing; Harry Winter, the Yidisher Loafer; George Oehler, whistler; and Jos. D. Morton, monologist.

The Ohio department of agriculture, in its crop report issued Jan. 1, gives the condition of wheat at 78 per cent, corn in crib, condition, 96, rye 87, barley 84. The fall and winter has thus far been rather favorable to wheat, although the warm weather up to a late date was also favorable to the Hessian fly and much of the early sown has suffered from this pest. The great bulk of the wheat was put in late, very much later than usual, as a precaution against the fly. As a consequence much of the wheat is small not so strongly rooted but that ordinary severe freezing and thawing would result in great damage to the already reduced plant. With a fairly even winter, wheat ought to hold its own, ready for a good start in spring. Conditions is not so bad as a year ago when most sections reported that wheat had been going steadily backward as a result of fly, which had been working assiduously upon the plant since its appearance thru the ground. The result of the harvest for that seeding is too well known, and it is hoped the present seeding for the harvest of 1901 will not meet so disastrous a fate, notwithstanding the prevalence of fly, more particularly in the early sown. The wheat being mostly put in late, fly has not had the same chance as last year before being checked by winter, and rapid spring growth would overcome some of the damage that has been done. The condition of corn in the crib is generally good; the amount of corn not yet husked is comparatively small. Machine husking, which is becoming quite extensive, very greatly facilitates operations, and this, with the very favorable weather, has reduced the comparative amount of unhusked corn.

PACIFIC COAST.

Jacob Weinhard will double the capacity of his malt house at Dayton, Wash.

The large grain warehouse at Arlington, Ore., has been acquired by Kerr & Gifford.

Industrial Agent R. C. Judson, of the O., R. & N. Co., has installed in his Portland office a very fine collection of cereals grown in the valley of the Columbia River.

Petitions for the removal of the duty on grain sacks are being circulated on the Pacific Coast. It is said the farmers pay the tax while the exporters of the wheat collect the drawback.

W. H. Baber, grain dealer and miller of Junction City, Ore., who stored wheat for farmers, is short 14,140 bushels. The 15,360 bushels of wheat on hand will be sold by the assignee, C. C. Millet, and the proceeds distributed as directed by the court.

The Kettenbach Co. has been incorporated at Lewiston, Idaho, to deal in grain and conduct an insurance and brokerage business. Capital stock, \$50,000; incorporators, Frank W. Kettenbach, William F. Kettenbach, George H. Kesler, Ed. C. Smith and James E. Babb.

PENNSYLVANIA.

The Dickson Mill & Grain Co. has succeeded the Weston Mill Co., at Scranton, Pa.

M. M. Minter, grain dealer and miller at New Cumberland, Pa., has recovered from his severe illness.

John G. Mackey has engaged in the grain and hay business at Philadelphia, Pa., on his own account, after having been associated with E. L. Rodgers for 15 years.

The Philadelphia Commercial Exchange had its old fashioned battle with grain bags on the last day of the old year. After the sport was over no one could recognize the brokers in their covering of grain and flour.

The Philadelphia Board of Trade has appointed the following delegates to the annual meeting of the National Board of Trade at Washington. Frederick Fraley, Andrew Wheeler, L. Y. Schermerhorn, Joel Cook, Edward R. Wood, C. Stuart Patterson, William M. Coates, John F. Lewis and William R. Tucker.

SOUTHEAST.

A 2-story warehouse with a capacity for 40,000 bushels of grain is being erected by J. W. Hudson, miller, at Dayton, Tenn.

Fire at Russellville, Ky., Dec. 25 destroyed the grain and feed warehouse of Cooksey & Wilson, causing \$10,000 loss; fairly insured.

George A. Hax of G. A. Hax & Co., dealers in grain and feed at Baltimore, Md., and his wife have departed on a trip to Florida and the south.

The Mobile & Ohio Railroad has reduced its rates on grain from St. Louis and Cairo to all junction points in Mississippi as far south as Meridian.

John N. Gardner, who built the first floating grain elevator at Baltimore, Md., died recently. His first floating elevator was exhibited March 11, 1867. He also built the elevator of the Northern Central Railway, a stationary elevator, which handled the first grain brot to Baltimore in cars.

SOUTHWEST.

Send reports of the conditions of crops in your vicinity.

A grain elevator and mill, it is said, will be erected at Osage Mills, Ark., by Philo Alden.

A grain elevator is to be erected at La Mont by the Blackwell Milling & Elevator Co., Blackwell, Okla.

Cy Williams, Norman, Okla., Dec. 31: Our wheat is looking fine, furnishing fine pasturage for all the stock of the county.

The Enterprise Fuel & Grain Co., which was recently incorporated at Little Rock, Ark., has leased the plant of the Standard Fuel Co.

A. Kaplan is at the head of the Milner-Webb Canal Co., recently organized in Vermilion parish to build one of the largest canals in southwestern Louisiana for the irrigation of rice.

R. McMillan, chief inspector of the New Orleans Board of Trade, reports the December exports of grain from that port as consisting of 3,379,000 bushels corn, 604,000 bushels wheat and 65,000 bushels oats; compared with 3,456,000 bushels corn, 240,000 bushels wheat and 90,000 bushels oats for the corresponding month a year ago.

Illinois Central Elevator D, at New Orleans, La., broke its record for handling a large quantity of grain Dec. 26. Chief Grain Inspector McMillan says: Elevator D, unloaded into five ships 440,000 bushels corn and took in from track 225,000 bushels corn, making a total handled of 665,000 bushels of corn. Had it not been for a blockade in the yard from cars the day's work would have footed up 750,000 bushels. Can any elevator in the country beat this.

TEXAS.

Walton & French have engaged in the grain and feed business at Lockhart, Tex.

F. S. Windle, Britton, Tex., will build a large oats warehouse adjoining his elevator.

Steel storage tanks for grain will be erected by the Bonham Mill & Elevator Co., Bonham, Tex.

L. J. Armfield has engaged in the grain business on his own account at Taylor, Tex., in a two-story warehouse which he built last fall.

Stock in the new cleaning elevator at Galveston, is being subscribed by Texas shippers, and Mr. English hopes to have it in operation before the new crop begins to move.

The grain conditioning elevator of Jockusch, Davidson & Co., Galveston, Tex., was burned Jan 3. The fire started in the factory of the National Biscuit Co. Loss, \$60,000; partly insured.

M. M. Early, who has been connected with the W. H. Stuede Grain Co., as purchasing agent, has engaged in the wholesale grain business at Waco, Tex., under the firm name M. M. Early & Co.

The San Bernardino Rice & Irrigation Co. has been incorporated at Beaumont, Tex., to operate in Matagorda County. Capital stock, \$75,000. Gustave A. Jahn, the rice mill man, of New York, is interested.

The contract for a large grain elevator and mill, costing \$35,000, to replace the burned plant of the Wichita Falls Mill & Elevator Co., Wichita Falls, Tex., has been awarded to the Nordyke & Marmon Co., of Indianapolis, Ind.

The Eagle Lake Rice Irrigation Co. has been incorporated to build 20 miles of canal for the watering of 10,000 acres on the Colorado River in Colorado County, Tex. Capital stock, \$200,000; incorporators, B. L. Vineyard, B. F. Waller and A. M. Waugh.

C. McD. Robinson, chief inspector of the Galveston Board of Trade, reports that 4,566,000 bushels of wheat have been exported this season prior to Jan. 1; compared with 5,975,000 bushels during the corresponding time of last season. The corn exports were nil, compared with 4,666,000 bushels for the corresponding time last season.

The Galveston Wharf Co., which operates Elevators A and B at Galveston, Tex., is about to improve its facilities by the erection of a grain drying elevator, 19 x 29 feet and 65 feet high, to be equipped with a modern pneumatic drier furnished by the Hess Warming & Ventilating Co., Chicago. Its capacity will be 7,500 to 15,000 bushels per day. The plant will be placed near Elevator B.

WISCONSIN.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

Fred Kraus & Co., of Milwaukee, Wis., have leased the Globe Elevator at Waukesha, Wis., of Bauman Bros.

Stewart Corning, son of H. C. Corning, grain dealer at Kilbourn, Wis., died Dec. 10, of cancer of the stomach.

W. H. Barnes, grain dealer and stock buyer of Orangeville, Wis., was struck by a train recently and had three ribs broken.

Matt Boehm, employed in Seyk's grain elevator at Algoma, Wis., was smothered in a bin from which cars were being loaded Jan. 3.

A. C. Dixon & Son, grain dealers of Portage, Wis., have bot the Odell feed mill at Kilbourn, and will operate the plant in connection with their elevator.

The American Cereal Co. has purchased the plant of the American Health Food Co., at Milwaukee, Wis., and will increase its capacity. C. C. Blodgett is retained as manager.

The pea louse which was such a pest in Wisconsin last season is expected to reappear in greater numbers this year, and growers and canners are at their wit's end. Scientists can suggest no method for successfully combating the pest.

Suit against the F. & P. M. Railroad Co. has been brot by a laborer at Manitowoc, Wis., to recover \$15,000 damages for injuries said to have been sustained while loading grain at the Northern Grain Co's. elevator B. He fell thru a hatchway a distance of 22 feet.

Fire between the wood cribbing and the brick lining of the American Malt & Grain Co's. elevator at Milwaukee, Wis., Dec 29, gave the firemen considerable trouble. A hole had to be cut thru the wall and electric lights lowered 50 feet into the narrow space. The damage was only \$100.

When the four-inch shaft driving the fans in the large plant of the Wisconsin Malt & Grain Co., Appleton, Wis., broke recently, a threshing engine was hurriedly pressed into service, in order to keep the apparatus in motion and save the 23,000 bushels of barley that were going thru the process. The broken shaft was replaced after 24 hours.



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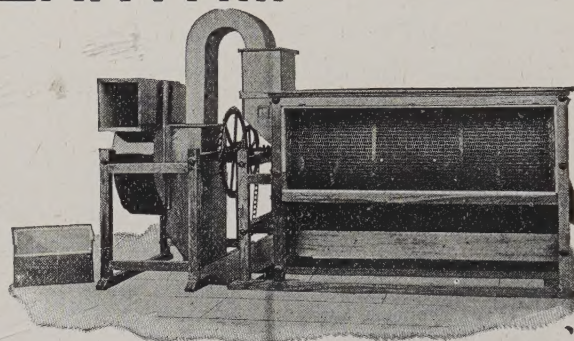
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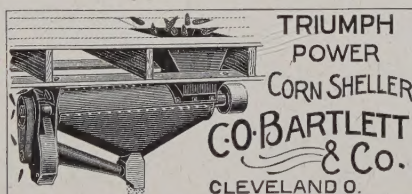
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is designed to facilitate the book-keeping of grain shippers, and to minimize the labor of keeping a complete record of each car shipped. The book is 9 3/4 x 12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2,900 car loads.

At top of left hand page, in bold faced type, are the words, "IN ACCOUNT WITH," and at top of facing page is dotted line for name of firm to whom grain is sold. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Wide columns are provided for recording these facts under the respective heads. Price, \$1.75. Express Prepaid, Address

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C. H. Tryon & Son, Strawn, Ill.: You may stop our advertisement of scale. We have had eight inquiries from six states and think we can make a sale.

C. P. & J. Lauson, Milwaukee, Wis.: Please discontinue our ad of engines for sale. We can say that our ads in the Journal were very effective, and the Journal shall have the bulk of any advertising we may do hereafter.

The Rock Island Playing Cards are the slickest you ever handled. One pack will be sent by mail on receipt of 15 cents in stamps. A money order or draft for 50 cents or same in stamps will secure four packs, and they will be sent by express, charges prepaid. Address,

John Sebastian, G. P. A., C. R. I. & P., Chicago.

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A Life Insurance Agency incorporated, is bidding for the favors of the insuring public. It is known of the Central Life Underwriting Association with offices at 1303-1312 Marquette Building, Chicago. The stock of the company has been rapidly subscribed for by prominent business men. Its officers are: Wm. Penn Nixon, (Pres.); T. C. McMillan, Vice-Pres.; A. F. Seeberger, Treasurer; Ephraim Banning, Counsel; John E. Meyers, Secy. and Gen. Manager.

The association is independent of any insurance company and offers its services and advice to those desiring to place their insurance in good companies, and on all matters pertaining to insurance. They also furnish expert actuarial and legal talent, collect claims against insolvent companies, loan money on policies, etc.

Its influence will be directed in favor of old line reputable companies only. The underwriting of life insurance has advanced to a prominent position in the Chicago business world, amounting to several millions of dollars annually and it is felt that interests so extensive should be conserved by intelligent direction and exposition by responsible and competent factors, thus avoiding the misapprehensions that so often occur as to the actual meaning of a life insurance contract.

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Price unchanged. Bound in leather, gilt edges, \$2.00; cloth binding, \$1.50. Address

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La Rose Grain Co., La Rose, Ill.: We have sold our scale thru our advertisement in the Journal. Please discontinue it.

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Monticello: Knight & Son. Elevators on I. C. and Wabash.

Taylorville: Pratt-Baxter Grain Co. Stations on Wabash.

Springfield: E. R. Ulrich & Sons. Elevators on Wabash, C. & A., C. P. & St. L. and St. L. C. St. P. & Pawnee Rys.

INDIANA.

Kentland: McCray & Morrison, P. C. C. & St. L.

IOWA.

Coburg: G. A. Stibbens. C. B. & Q. Des Moines: Des Moines Elevator Co. Elevators on C. R. I. & P. R. R. Hamburg: D. Hunter & Co. C. B. & Q.

KANSAS.

Ellsworth: H. Work & Co. U. P. R. R.

NEBRASKA.

Hastings: J. M. Sewell & Co.

OHIO.

Lima: Clutter & Long. Stations on the Erie R. R.

OKLAHOMA TERRITORY.

Oklahoma City: Southwestern Grain & Coal Co.

TEXAS.

Ft. Worth: P. T. Andrews & Co. Sherman: Pittman & Harrison.

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It is 9 1/2 x 12 inches, contains 400 pages of heavy manilla paper, bound with board covers, leather back and corners. Each page is ruled into 12 uniform sized squares. Each square is used to keep a record of each load of grain, there being room enough to write the farmers name, kind of grain, gross, tare and net weights and to figure how much it comes to at the ruling market price.

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FOR

SHIPPERS and RECEIVERS.

The pages of this book are specially ruled so as to provide columns for 27 different facts, as follows: date, shipped from, where shipped, car number, initial, grade, bales, pounds, number bushels, price, amount, less freight, draft, commission, exchange, dead freight, amount over, drawn, short, amount, over run, amount, due shipper, amount charged railroad company, excess freight, profit, loss, folio, remarks. The columns are arranged on the facing pages in order named, so that any information regarding shipment can be quickly found. No journal is needed; all accounts can be posted direct to the ledger, therefore the Shipping Record saves time and prevents errors.

The book is 11 x 17 inches, well bound in half Russia, with cloth sides, has 200 pages.

Price \$3.00, express prepaid.

For Sale by

GRAIN DEALERS COMPANY,
10 Pacific Ave., CHICAGO, ILL.

79

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ELEVATORS
FACTORIES
MILLS, Etc.

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**THE JEFFREY
MANUFACTURING CO.,**
Columbus, Ohio, U. S. A.

NEW YORK. DENVER.



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Is adapted for the use of country grain shippers, to keep a record of all cars of grain shipped. This book is 9 1/2 x 12 inches and has space for 2500 cars. The leaves are made of ledger paper, ruled for date sold, date shipped, car number, initials, to whom sold, destination, grain, grade sold, their inspection, discount, amount freight, our weight, bushels, destination bushels, over, short, price, amount freight, other charges and remarks. It is well bound in strong board covers, with leather tack and corners. **Price \$1.50.**

GRAIN DEALERS COMPANY
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Clark's Record for Wagon Loads Received

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GRAIN DEALERS COMPANY,
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Walters Bros., Chicago Board of Trade:
We have disposed of our elevator at Flag Center, and wish to have you discontinue our advertisement. Many thanks to the JOURNAL for having accomplished prompt sale.

LOADING SPOUTS

That load grain right. They give a spiral motion to the grain so that it leaves the spout with enough force to take it to the end of the car. Grain passing through a spout with a spiral motion is delivered in better condition, not being scoured or worn as much as when loaded from ordinary spouts. Write for Catalog



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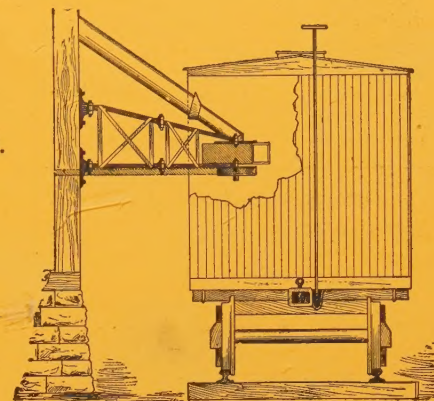
Ideal Automatic Car Loader

Manufactured at SULLIVAN, ILLS.

C. W. Dooley & Co.
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Exclusive Agents for United States
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J. B. GOOD,
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Grain, Coal, Lumber.



FORSYTHE, ILL., August 2, 1900.

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GENTLEMEN: Enclosed find check for \$80.00 for our Loader. It does the work in fine shape, we can fill cars quicker than two men could before.

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Save \$1,000 by the expenditure of \$100 in the construction of new elevators by using the Ideal Loader. The above testimonial is a sample of what we are receiving from all our customers.

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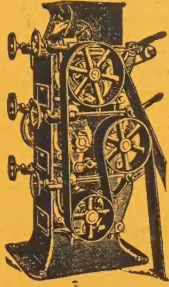
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Of trying to get along without
**DAY'S DUST COLLECTING
SYSTEM**

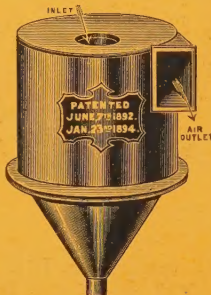
When it will handle your dust and
refuse automatically, and give
you a **CLEAN** Elevator.

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It will save labor. It will save in-
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money. It will pay for itself many
times over. Any valid reason why
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